THE CHRISTIAN SCIENCE MONITOR

LAST EDITION | BOSTON, MASS., FRIDAY, APRIL 19, 1912—VOL. IV., NO. 123 | PRICE TWO CENTS

PATRIOTS DAY BEING CELEBRATED BY ALL OF GREATER BOSTON

Every City and Town Taking Part in Exercises Which Began at Break of Day by the Ringing of Bells

GAMES ARE FEATURE

Children's Outdoor Sports Are Abandoned—Lexington and Concord Holding All Day Commemoration

With sports and historic exercises Greater Boston is today celebrating Patriots' day. In Lexington and Concord the observance began with the ringing of bells at sunrise followed by a parade, led by fife and drum corps over the route taken by the British to reach Lexington Common.

A feature of the celebration in Boston is the athletic events under the auspices of the Municipal A. A. The Marathon race is the principal attraction.

Gymnastics, dancing and games were held indoors at Franklin field. Hundreds of school children participated. Owing to unfavorable conditions the track and field games were not held.

The children's exhibition was conducted by the Municipal Athletic Association and the various branches of sport were in charge of Miss C. Grace Torrey and Miss Emmeline Torrey, assisted by students from Posse gymnasium.

A special program is carried out in Charlestown in a historical pageant in the Charlestown armory, which will be continued through tomorrow.

Instead of the competitive military hike planned by L company, M. V. M., of Melrose, from Melrose to Lowell, the company held a competitive rifle practise at the Wakefield range as its part of the Patriots day program.

Quarterly meetings and campfires are being held by the Plymouth county association of the G. A. R. at Rockland and the Worcester county association of the G. A. R. at Milford.

The young people of Wakefield are out with the rake, the shovel and the hoe today cleaning their city as a betterment feature. In the city auditorium of Melrose the women of that section are holding their annual festival.

Edwin S. Crandon was re-elected president of the Massachusetts Society of the Sons of the American Revolution at the twenty-third annual meeting held in the Old South meeting house early today. Lieut.-Gov Luce is one of the speakers at the dinner at the American house this afternoon.

LEXINGTON HOLDS ALL-DAY FESTIVAL

LEXINGTON, Mass.—At each of the historical points along the route of the second parade this morning Herbert G. Locke, vice-president of the Lexington Historical Society, talked briefly as to its history. Among the places described were the following: the Munroe tavern, the Buckman tavern, the stone cannon in front of the high school building and the Hancock-Clarke house.

Later there was a dress parade on the common with these organizations participating: Lexington Minute Men under Maj. Alfred Pierce and Adjt. George F. Reed; school color guard, the Sons of Veterans and the comrades of the Grand Army post of this town. Luncheon was served in Historical hall at noon.

This afternoon the Historical Society holds a public meeting and tonight the Old Belfry Club holds its annual dance.

There were two parades in East Lexington this morning, one at sunrise and the other at 10 a. m. Several boys from the Adams grammar school took part in both parades. At 5 o'clock a detachment of the Lexington Minute Men, detached by Maj. Alfred Pierce, raised the flag on the green in front of the fire house.

A thoughtful service like sending a friend a newspaper having an item that will appeal to him is one that will be appreciated. In mailing your Monitor to others you are not only calling their attention to what you think will interest them, but introducing them to a thoroughly reliable, clean, home newspaper.

POSTAGE REQUIRED FOR MAILING TODAY'S PAPER
In United States.....1c To Foreign Countries.....2c

BOSTON BROKERS FORM NEW FREIGHT STEAMSHIP LINE TO TRADE WITH PORTS SOUTH

Boston is to have a new freight steamship line whose vessels will ply between here and the gulf of Mexico, West Indies and coastwise points. Crowell & Thurlow, ship brokers at 33 Broad street, have just been incorporated as the Crowell & Thurlow Steamship Company with a capitalization of $500,000.

A steel ship of 5000 tons capacity is being constructed at Newport News, Va. She will be launched in the fall and will come to Boston for the opening of the new line.

Capt. Peter H. Crowell, president of the new corporation, said today: "While we have contracted for but one ship we intend to add others steadily. Some day we shall have a big line. Our line will assist in bringing business to Boston when the Panama canal opens."

The new company is incorporated under the laws of Maine. Its incorporators are Peter H. Crowell and Lewis K. Thurlow of Melrose, Edward Pierce of Boston, Walter D. Noyes, John A. Kreiger and William A. McKenney of Brookline; Stephen R. Jones of Brockton and George E. Burnham, Herman R. Paul and Elmer J. Burnham of Kittery, Me.

ADDITIONAL $350,000 IS URGED FOR CUSTOM HOUSE AT BOSTON

WASHINGTON—Robert S. Peabody of Peabody & Stearns, Elwyn G. Preston, representing the Boston Chamber of Commerce; Congressman Peters and other members of the Massachusetts delegation appeared before the House committee on public buildings today and urged the passage of the additional Boston custom house appropriation of $350,000 as an emergency measure. If this additional appropriation is allowed it will permit the construction of the towers of granite according to the original plans. The bids on the original plans exceeded the amount appropriated for the erection of the towers.

The hearing will continue tomorrow, when John Knox Taylor, the government supervising architect, will be called before the committe..

RIFLE SHOOTING ON BAY STATE RANGE OPENED OFFICIALLY

Military rifle shooting opened officially on the Bay State range at Wakefield today. The first corps cadets was ordered to the range for qualification shooting, and L company of the fifth regiment of Malden, D company of the sixth of Fitchburg, and troop C, cavalry, will have company rendezvouse shoots.

Plans for the New England interstate and the all America shoot to be held on the Wakefield range by the New England Military Rifle Association are moving on and the officials expect several states outside New England to enter teams.

It has been decided to hold the shoot the last week in July.

Additional trophies and prizes are to be offered this year, one for the all American match and a cash prize of $50 for breaking the record in the A. Shuman match. The Shuman match is a 500 yard reentry match.

The officials have assurances from Governor Foss of a suitable trophy for the all America match.

Capt. Stewart Wise of the Governor's staff and for several years a member of the Massachusetts team leaves tomorrow with the United States team for the international shoot in Argentine, sailing from New York.

Captain Wise is the only Massachusetts man on the national team and he has been authorized by the New England officials to extend an invitation to the Argentine team to come to Massachusetts for the annual New England and all-America shoot next year.

LOWELL WORKERS DELAY MEETING FOR STRIKE VOTE

LOWELL, Mass.—Unfavorable conditions caused postponement of the big mass meeting of the strikers to have been held on the Common this afternoon to take a vote on whether they shall return to work on Monday. Order prevails today following the arrest of one of the leaders last night.

Five strikers were arrested here Thursday night by policemen as the result of disorder which followed the refusal of the owners of the Hamilton mill to confer with their employees. Stones were thrown and three policemen were struck.

The policemen captured the man who struck Sergt. William Giroux with a stone and dragged him through the crowd to the patrol box. An attempt was made by the strikers to rescue him from the police. Clubs were drawn, followed by revolvers, whereupon the crowd drew back. Four other arrests were made.

RAILROAD OFFICIALS ASK ENGINEERS FOR EXTENSION OF TIME

NEW YORK—Plea for more time for consideration of the engineers' ultimatum to Eastern railroads was made to Warren S. Stone, chief of the Brotherhood of Locomotive Engineers, by Chairman Stuart of the conference committee this afternoon. He said that members of the committee were so widely scattered that it would take a day or two to recall them and asked that Stone withhold action until they could be gathered here on Monday.

Mr. Stone told J. C. Stewart, vice-president of the Erie and chairman of the General Managers Association, today that roads would have only two hours' notice of the strike unless they meet the men's demands and he and other officers of the organization were prepared to act after 8 o'clock tonight.

Following the conference yesterday when the engineers' demands were refused, J. C. Stewart, the chairman, addressed a letter to Mr. Stone at the Broadway Central hotel, in which he said:

"The public interests are demanding safer and better transportation; double track where in many places single track now exists; third and fourth tracks where required; interlocking and block signals; better cars and stronger tracks; the elimination of dangerous grade-crossings; the adoption of safety appliances. In view of the narrow margin of profit it is essentially the duty of the railroad companies to provide for these necessities before completely exhausting their revenues in the increase of wages. The present wage rates are full, fair and liberal."

I. W. W. WORKERS ARE INDICTED

NEWBURYPORT, Mass.—Indictments charging Joseph J. Ettor and Arturo Giovanitti with being accessories before the fact to the slaying of a woman mill operative were returned late Thursday by the Essex county grand jury. The two men, who were Industrial Workers of the World leaders in the textile strike at Lawrence, also were indicted on the charge of conspiracy in 22 counts.

Ettore Giannini was also indicted on 23 counts for conspiracy to intimidate.

WILLIAM YATES TAKEN IN CUSTODY

LAWRENCE, Mass.—William Yates of New Bedford, who succeeded Joseph J. Ettor as chairman of the Lawrence strike committee following Ettor's arrest, was taken into custody here Thursday on one of half a dozen secret indictments returned by the grand jury at Newburyport Thursday. He is charged with conspiring to intimidate, in 22 counts. Yates was held in $1000 bonds, which he secured.

WALTHAM WORKHORSE PARADE

WALTHAM, Mass.—One hundred and twenty-five horses were in the workhorse parade today, held in connection with the celebration. The first prize was awarded to Michael C. Hardiman, a driver in the fire department. Silver medals were also presented to James Connolly, James Henney, Cornelius Madden and Thomas Riley.

LYNN POLICE LEAVE FOR DORR

LYNN, Mass.—District Attorney Henry C. Attwill will present the police case against William A. Dorr, now under arrest in Stockton, Cal., charged with the slaying of George E. Marsh, to the grand jury at Newburyport on Tuesday. Two members of the Lynn police department will leave for California today to bring back Dorr.

NEW HISTORY CHAIR IS ESTABLISHED AT BOSTON UNIVERSITY

Announcement Is Made as Result of Campaign Conducted Recently for Collection of the Necessary Funds

ALUMNI LENT AID

Raised Half Amount on Condition That the Trustees Would Add Remainder and Promise Is Now Fulfilled

Establishment of a new chair in history at Boston University has just been announced, as the result of a recent campaign for funds. This is in addition to the new department of pedagogy which was announced yesterday.

"The alumnae professorship of history has been established by a fund that was started at the time of the twenty-fifth anniversary of the founding of the university, as an offering from the alumnae to their alma mater," said Professor Perrin. "A committee of three was chosen representing the alumnae, the trustees and the faculty respectively—John Menzel '91, Sara A. Emerson '77, then professor at Wellesley and trustee of our university, and Prof. Marshall L. Perrin from the faculty as secretary and treasurer.

"The first two were replaced by Raymond A. Robbins '97, secretary of the Alumnae Association, and Edward R. Speare, one of our present trustees.

"The cause was especially helped by a bequest from Walter E. H. Massey of Toronto, a former member of the class of '94, which added at once $10,000 with accruing interest to the fund. The next largest contribution was made by Phi Beta Kappa Society of $700.

"The understanding was that if the alumni would raise one half the amount necessary to establish a chair the trustees would add to it the other half and this promise the trustees are now fulfilling as the part pledged by the alumni was completed last June."

As a result of this the trustees on Wednesday appointed Warren Aortman Ault instructor of history at Boston University College of Liberal Arts.

Mr. Ault spent his undergraduate days at Baker University. He won the Rhodes scholarship from the state of Kansas and thus gained the privilege of studying at Oxford University. Mr. Ault is now at Yale from which institution he is to receive in June the degree of doctor of philosophy. It is expected that he will begin his duties at Boston University next September.

Besides the promotions reported yesterday John Marshall, assistant professor, was raised to full professorship. Professor Marshall is organist for Boston Symphony Orchestra and has been teaching in other schools. His teaching time is from now on to be given entirely to the College of Liberal Arts.

Among the courses to be given in the new department of pedagogy by Dr. John Eastman Clarke are the following:

1. History of education; a study of educational progress from earliest times.
2. School organization and administration; a study of organization of schools, public and private, in various nations.
3. Psychology of education; psychological bases of modern teaching methods.
4. Principles of education, aims of education, value of study and discipline.
5. Contemporary methods; comparative study of teaching methods.

BOTH BALL GAMES POSTPONED

Once more it was necessary to postpone the game which was to open the Boston American League baseball team's new home, Fenway park, to the public this afternoon, both of today's games with the New York team being cancelled. The official opening of the American league season in Boston is now scheduled for tomorrow afternoon at 3 o'clock. Tickets for either of today's games may be exchanged.

ABOUT 90 START IN ASHLAND TO BOSTON MARATHON CONTEST

Famous Boston Athletic Association Long-Distance Event Is Watched by Many Spectators Along the Route

RACERS OFF AT NOON

Despite Poor Conditions of the Road Contestants Set Fast Pace to Wellesley Square

BULLETIN

M. J. Ryan of New York won the Marathon.

ASHLAND, Mass. George V. Brown, the starter, fired the signal promptly at noon today which sent away some 90 athletes from Stevens Corner on the sixteenth annual marathon race of the Boston Athletic Association. Despite weather conditions there was a fair-sized crowd on hand to witness the start and cheer the athletes as they broke away from the mark.

Conditions over the first half-mile of the course were poor, and while the next half-mile was better, it was hard going. Beginning at about a mile from the start and continuing two miles to Framingham the roads were in bad condition.

Despite the poor conditions the competitors set a fast pace from the start and the first man to reach South Framingham was 12s. ahead of the time made by DeMar in 1911. After leaving Framingham the roads began to improve somewhat and the runners put up a fast pace.

Israel Saklad of the North Dorchester A. A. was in the lead coming into Natick with Piggott and Fowler picking up slightly on the leader. At this point Madden of the North Dorchester A. A. was going very strongly and closing up on the leaders. H. J. Smith, J. G. Silva, Mike Ryan, J. J. Gallagher of Yale and three Carlisle Indian runners were all up with the leaders and running in fine form.

On the way from Natick to Wellesley square, Madden, Fowler and Mellor picked up considerably and were running easily. Coming into the latter place the runners went by in the following order: 1, Gallagher, Yale; 2, D. Carnegie, New York; 3, A. Hermequatowa, Carlisle; 4, J. Cleary, N. D. A. A.; 5, C. Horne, Haverhill; 6, J. G. Silva, B. A. A.; 7, H. J. Smith, New York; 8, M. J. Ryan, New York; 9, M. Arquetta, Carlisle; 10, F. Corlson, Minneapolis; 11, I. Saklad, N. D. A. A.; 12, F. J. Madden, N. D. A. A.; 13, A. Sockalexis, Oldtown, Me.; 14, W. Brown, N. D. A. A.; 8, W. Root, Philadelphia; 15, G. Gaske, A. A. A.

The time of the leader was 1h. 1m. 20s.

At Newton Lower Falls, three miles from Wellesley, Gallagher of Yale was still leading, while J. G. Silva of the B. A. A. had come up from seventh to second. Both of these athletes were running smoothly and setting a very fast pace considering conditions.

Some time before the runners were due to pass the various points along the 25-mile path many spectators gathered on the sidewalks and watched the various contestants as they passed by. Added interest was given to this year's event on account of the fact that the runners who made the best showing today will be considered for places on the Olympic team which will go to Stockholm this summer.

Clarence H. DeMar of the North Dorchester A. A., who won the 1911 race in the record-breaking time of 2h. 21m. 39 3-5s., was not a starter today, as it was believed that he would be in much better condition for the Olympic marathon if he did not compete today, and the committee made and exception of his case in selecting the team, taking him on his past performances.

There were, however, several well-known runners who faced the starter, and were expected to make it a close

(Continued on page five, column four)

FOUR CONGRESSMEN ON WAY TO HELP MR. TAFT

Congressmen Weeks, Gardner, McCall and Lawrence, all of Massachusetts, will arrive in Boston tomorrow to remain in the state and assist in the Taft campaign until the primaries on April 30. Messrs. Weeks, Gardner and Lawrence will speak at a Taft rally in Tremont Temple on Monday evening.

Efforts of Thos. P. Riley, chairman of the state committee, to have a circle placed at the head of the incomplete list of state committee candidates for delegate, were inspired, it is said today, by Mayor Fitzgerald, who did not desire at this time to try his strength throughout the state with one or two others on the ballot who have the same aspirations for governor that the mayor has been nursing for several years.

The appearance of John A. Keliher on the ballot complicates matters as the mayor does not care to have any Democratic strength shown in Boston for Mr. Keliher who is suspected of wishing to succeed the mayor at city hall. As a consequence of the situation the Democratic ward chairmen were called together yesterday afternoon and told by the mayor to get out and work for the mayor in every ward in the city.

Roosevelt and Taft supporters held forth at the New American house last evening at the Lincoln club annual dinner. E. J. Slattery led with a eulogy of Mr. Roosevelt and Representative Cavanagh urged that "the time has come for the people to rise and protect the constitution from the impious armies led by Roosevelt."

Man Who Fired Signal That Sent the Marathon Runners Away on Their Long Race

(Photograph by Elmer Chickering)
MANAGER GEORGE V. BROWN

CALIFORNIAN'S RACE TO AID TITANIC TOLD BY CAPTAIN LORD

Eight empty lifeboats and a score or more of life belts were seen where the Titanic went down by the Leyland liner Californian, according to the story brought here today by Capt Stanley Lord. The Californian is the first vessel to reach Boston from the scene of the disaster. Six of these boats were wooden and the other two steel, collapsible craft, says the captain, and had capacity for 400 persons.

The exact position of the Titanic when she struck the berg was 41 degrees 46 minutes north, 50 degrees 14 minutes west.

Graphic details of the circumstances following the foundering of the steamer Titanic were given by Captain Lord.

Captain Lord said that the ice was in such abundance that he was obliged to bring his vessel to a standstill when he was in the vicinity of the Titanic. Shortly after he commanded the engineer to stop the engines he received a message from the Virginian advising him that the Titanic was sending out calls for assistance. He immediately set his boat at full speed ahead, in spite of the adverse conditions, and came in sight of the Carpathia Monday about 8 a. m. The Titanic was not to be seen. Only a few lifeboats were on the water, and these were being picked up by the Carpathia, which refused Captain Lord's offer of assistance. Although the Californian remained there for six hours afterwards, no bodies were seen on the water's surface by the officers nor the crew, both of whom kept above deck until after the vessel steamed away again.

Vessel Was Stopped

"We left London on April 5," said Captain Lord, "and had a comparatively pleasant voyage until about the tenth day out, on April 15, when we ran into such a mass of ice, that I deemed it the safest to stop the engines, and let the vessel stand until the course became clear. Not only was the ice in small thick masses, but in precariously close quarters, about a dozen icebergs stood nearly 100 feet above the surface of the water. To what depth they went it is hard to imagine.

"Scarcely had the boat been brought to a standstill when we received a relayed message from the steamer Virginian. The S. O. S. was signalled to I. C. Evans, the Marconi operator on board our steamer. We were then 35 miles from the Virginian. We knew the danger attending any attempt to steer the vessel through the ice-floes, but also knew that no effort should be lost to render what assistance we could.

"With full steam ahead, the boat plunged through the ice, and we reached the scene where the Titanic had foundered just as the Carpathia was rescuing the women and children from the big liner's lifeboats. Wreckage was strewn everywhere, and the presence of ice made the weather extremely cold, but no bodies were to be seen in the vicinity of the steamer.

"We offered to help the Carpathia, but the captain informed us that he required no assistance. We stood by and watched the proceedings—until we saw the last of the passengers rescued—then for six hours we kept a sharp lookout with every man on deck in case our services might be needed. Meanwhile, we kept the vessel going round in a circle. Our searches proving unavailing, we turned the steamer west. We have heard nothing of the Titanic passengers since we left the scene where she went down."

Many Inquiries Made

Many inquiries concerning the Boston survivors who are in New York were made today at the White Star offices here. News of A. W. Newell, president of the Fourth National Bank, is eagerly awaited.

J. BRUCE ISMAY SAYS THE TITANIC WAS NOT GOING AT FULL SPEED

Managing Director of White Star Line Contradicts Survivors Before Senate Investigating Committee

GIVES SHIP HISTORY

Declares That He Had No Conversation With the Captain With Regard to the Movements of Vessel

NEW YORK—J. Bruce Ismay, managing director of the Mercantile Marine Company, owners of the ill-fated Titanic, took the stand as the first witness before the Senate investigation committee probing the Titanic disaster today. After Mr. Ismay had been sworn by William Alden Smith he was questioned at length. His most definite statement concerned the movement of the vessel which he declared was not going at full speed when the collision occurred.

Arthur H. Rostrom, R. N. R., captain of the Carpathia, the second witness, told the committee what he did for those who left her for the frail security of the lifeboats. Mr. Ismay declared there were no women waiting to get into the lifeboat when he entered and that he saw no passengers near the boat when he left the vessel. He never looked back to see Captain Smith going down into the sea at his post on the bridge, nor to see the remaining passengers and crew prepare for the final plunge, he said.

Captain Rostrom told of turning his vessel at the first wireless distress signal from the Titanic.

"I swung out all life boats," he said, "broke out all spare gear. Then I moved the Carpathia's passengers all together to make room for survivors, and had the steward and purser arrange for taking care of those picked up. I ordered all work suspended on the Carpathia.

"Maybe I'll be criticized for running my ship so fast through those icefields to get to the Titanic," volunteered the blonde seaman, "but I believe I was justified."

"Myself and the committee believe you deserve only the highest praise," said Senator Smith.

"Three of the boats of the Titanic were rowed by women, said Captain Rostrom. "One boat had but a single officer and a single sailor aboard."

Captain Rostrom declared that Captain Smith of the Titanic was following the safest course for the season of the year and was not attempting a short cut. The iceberg the big liner collided with, he said, was uncharted and Captain Smith had no way of knowing of its whereabouts.

As Mr. Ismay concluded his lengthy explanation of how he left the Titanic Senator Smith put the question to him flatly:

"Were all of the women and children saved?"

The financier looked down, flushed and replied in a lower tone:

"I'm afraid not."

"What proportion was saved?"

"I don't know."

In opening his testimony before the committee Mr. Ismay said:

"My name is Bruce Ismay; am 50 years old; am an officer in the White Star line in the capacity of managing director. I was not officially designated by the directors to go with the Titanic on her maiden voyage."

"Tell in your own way what you consider the cause of the accident to the Titanic," said Senator Smith.

"First of all I want to express my great grief," began Mr. Ismay. "Secondly I wish to say that we welcome investigation; we court the fullest inquiry and that we have nothing to conceal or hide.

"The ship was built in Belfast and was the latest thing in shipbuilding. No money was spared in her construction.

(Continued on page five, column three)

CARPATHIA TOUR RESUMED TODAY

NEW YORK—After a conference with the Cunard officials Captain Rostrom announced this morning that the Carpathia would sail for its interrupted Mediterranean tour about 4 o'clock this afternoon. None but the passengers and crew remained aboard all night and early today supplies were rushed to the dock to replace those used in caring for the survivors of the Titanic.

BILL TO IMPROVE WIRELESS FILED

WASHINGTON—Pointing out that two vessels were within 50 miles of the Titanic at the time she sent out her call for help but did not receive the messages because their wireless operators were off duty and asleep, Representative O'Shaunessy of Rhode Island today introduced a bill, requiring that all vessels with wireless equipment shall have both a night and a day operator, so that the service shall be continuous.

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HELMSMAN UNABLE TO SAVE THE RACING TITANIC FROM DOOM

Sees Iceberg Quarter of Mile Away but Efforts to Swerve Giant Liner From Course Prove Unavailing

HER SIDE TORN OPEN

Band Plays "Nearer My God, to Thee," as the Great Vessel Breaks in Two and Plunges From Sight

NEW YORK—Desire for speed is the solution of the loss of the White Star liner Titanic. This is the consensus of opinion gathered from the survivors who reached New York last night on the Cunard liner Carpathia.

Had there not been the mad anxiety to "make a record," to keep to an express-train schedule on her maiden trip, there would have been no collision with an iceberg on a clear starlit night, no destruction of a vessel supposed to be the last word in marine architecture.

For all the survivors declare that the night was clear and bright, with the gleaming ice fields showing plainly by the light from the stars. They also say that the regular speed of the liner had not been reduced and that she continued at 20 knots through the scattered ice cakes that dotted the sea off the Grand Banks of Newfoundland.

According to J. H. Moody, a quartermaster, and the helmsman on the night of the wreck, the Titanic went down because her officers were under orders from the headquarters of the line to break all records, if possible, and to push the ship the limit. Mr. Moody says she was going at the time she struck the iceberg at 21 knots an hour, faster even than on her trial trip. The helmsman saw the berg a quarter mile away, sooner even than the man in the crow's nest. He swung her over sharply and reversed one propeller. Her bow swung over somewhat, but not enough. The sharp edge of the ice jabbed into her near the bow below the water line and then tore her side wide open from the bow 400 feet back to amidships.

When the Titanic struck the huge mass of ice that blocked her path and staggered from the force of the impact, there was no confusion, no fear. The report that she was unsinkable was believed. The assurance of her officers that her construction was such no collision could cause danger allayed the fears of the passengers. Few went on deck; many went back to bed.

The recreation engaged in at the moment was not interrupted. Music, gymnasium work, games, talk went on as before. Captain Smith, however, soon realized his ship was badly injured. Then even though the order to "man the lifeboats" was issued, the confidence of the passengers in the construction of the craft was slow to weaken.

The ship's officers rushed from room to room hammering at stateroom doors and arousing the occupants. Jack Phillips, the wireless operator, sent out his signal for help, "We are sinking." Gathered on deck the women and children first were put into the lifeboats. Some of the women refused to leave their husbands and went down with them.

J. Bruce Ismay, managing director of the line, was one of the men who got into a lifeboat. A woman with a child came along and he surrendered his seat. He went to another boat. "I will man this boat," he is quoted as saying. No one said him nay.

On the starboard side men were permitted to go with their wives in the boats. On the port side this rule was not in force, and the wives and husbands were separated by the crew.

There was little confusion in launching the boats at first. Then it was found there were not enough to take off all. They had thought there was no question of their getting safely away from the damaged vessel. After that the struggle for life seized them and men fought for the life belts. As the ship sank fear of the suction she would cause as she went down gripped the men, and they leaped into the sea. At least 1000 men and women were in the water at once. The exposure was too much for most of these, but some were picked up by the lifeboats.

It is said shots were fired as the boats were being filled. The law of the sea "women and children first" was being enforced.

Then the Titanic sank. One deck after another was submerged. Slowly the water gathered in the victims of the desire for speed. Captain Smith stood on the bridge until the waves reached his feet, then he dived headlong into the sea. Just before she went under, the vessel's boilers exploded, and many of the passengers and crew still on board perished thus.

When all who could be found in the water had been dragged into the boats, the survivors began thir hours of waiting until they should be picked up. All were thinly clad and the cold wind added discomfort. After daybreak the smoke of the Carpathia, which had heard the wireless call for help, was seen, and soon the 745 Titanic passengers were aboard the Cunard liner and all that could add to their comfort was eagerly done.

Reduced to simple terms the tale of the wreck is told by the survivors picked up by the Carpathia as follows:

"We, the undersigned surviving passengers from the steamship Titanic, in order to forestall many sensational or exaggerated statements, deem it our duty to give to the press a statement of facts which have come to our knowledge and which we believe to be true.

"On Sunday, April 14, 1912, at about 11:40 p. m., on a cold, starlight night, in a smooth sea and with no moon, the ship struck an iceberg which had been reported to the bridge by lookouts, but not early enough to avoid collision. Steps were taken to ascertain the damage and save passengers and ship. Orders were given to put on life belts and the boats were lowered.

The ship sank at about 2:20 a. m. Monday, and the usual distress signals were sent out by wireless and rockets fired at intervals from the ship. Fortunately the wireless message was received by the Cunard steamship Carpathia at about 12 o'clock midnight, and she arrived on the scene of the disaster at about 4 a. m. Monday.

"The officers and crew of the Carpathia had been preparing all night for the rescue and comfort of the survivors, and the last-mentioned were received on board with the most touching care and kindness, every attention being given to all, irrespective of class. The passengers, officers and crew gladly gave up their staterooms, clothing and comforts for their benefit. All honor to them.

"The English board of trade passenger certificate on Titanic allowed for a total of approximately 3500. The same certificate called for lifeboat accommodations for approximately 950 in the following boats:

"Fourteen large lifeboats, two smaller boats and four collapsible boats. Life preservers were accessible and apparently in sufficient number for all on board.

"The approximate number of passengers carried at the time of the collision was:

"First class, 330; second class, 320; third class, 750; total 1400.

"Officers and crews, 940. Total, 2340.

"Of the foregoing about the following were rescued by the Carpathia:

"First class, 210; second class, 125; third class, 200; officers, four; seamen, 39; stewards, 96; firemen, 71. Total, 210 of the crew.

"The total, about 745 saved, was about 80 per cent of the maximum capacity of the lifeboats.

"We feel it our duty to call the attention of the public to what we consider the inadequate supply of life saving appliances provided for on modern passenger steamships, and recommend that immediate steps be taken to compel passenger steamers to carry sufficient boats to accommodate the maximum number of people carried on board. The following facts were observed and should be considered in this connection:

"The insufficiency of life boats, rafts, etc.; lack of trained seamen to man same (stokers, stewards, etc., are not efficient boat handlers); not enough officers to carry out emergency orders on the bridge and superintend the launching and control of life boats; absence of searchlights.

"The Board of Trade rules allow for entirely too many people in each boat to permit the same to be properly handled. On the Titanic the boat deck was about 75 feet above water and consequently the passengers were required to embark before lowering boats, thus endangering the operation and preventing the taking on of the maximum number the boats would hold. Boats at all times to be properly equipped with provisions, water, lamps, compasses, etc.

"Life saving boat drills should be more frequent and thoroughly carried out; and officers should be armed at boat drills. Greater reduction in speed in fog and ice, as damage if collision actually occurs is liable to be less. In conclusion, we suggest that an international conference be called to recommend the passage of identical laws providing for the safety of all at sea, and we urge the United States government to take the initiative as soon as possible.

(Signed) "SAMUEL GOLDENBERG,
"Chairman Committee of 25."

Because of the exposure and the shock six of those picked up by the Carpathia perished after being taken aboard and were buried at sea.

SAVED FROM TITANIC

First class	210
Second class	125
Third class	200
Officers and crew	210
Total saved	745

LOST FROM TITANIC

First class	120
Second class	195
Third class	550
Officers and crew	730
Total lost	1595

Of the members of the crew saved four were officers, 39 seamen, 96 stewards and 71 firemen.

AT THE THEATERS

BOSTON

BOSTON—Montgomery and Stone.
B. F. KEITH'S—Vaudeville.
CASTLE SQUARE—"The Galloper."
COLONIAL—"The Siren."
HOLLIS—Miss Billie Burke.
MAJESTIC—Dockstader's Minstrels.
PARK—Miss Hattie Williams.
PLYMOUTH—"Alias Jimmy Valentine."
SHUBERT—"Sumurun."

BOSTON CONCERTS

Friday—Symphony hall, 2:30 p. m., twenty-second public rehearsal, Boston Symphony orchestra, Sylvain Noack, soloist.
Saturday—8 p. m., twenty-second concert, Boston Symphony orchestra, Sylvain Noack, soloist.

NEW YORK

BELASCO—David Warfield.
CENTURY—"The Garden of Allah."
COLLIER'S—"Bunty Pulls the Strings."
CRITERION—Louis Bann.
DALY'S—Lewis Waller.
EMPIRE—"Oliver Twist."
FULTON—"The Typhoon."
GAIETY—"Officer 666."
HARRIS—"The Talker."
KNICKERBOCKER—"Kismet."
LIBERTY—"The Rainbow."
LITTLE—"The Pigeon."
REPUBLIC—"The Woman."
THIRTY-NINTH—"Butterfly on Wheel."
WALLACK—"Disraeli."

CHICAGO

GARRICK—Robert Mantell.
BLACKSTONE—W. H. Crane.
COHAN—"Ready Money."
GRAND—"Officer 666."
ILLINOIS—"When It Comes Home."
LYRIC—Cyril Scott.
McVICKER'S—Ahorn Opera Co.
POWERS—John Drew.
STUDEBAKER—Holbrook Blinn.

HOUSES AND STREETS OF BOSTON THAT LIVE IN THE HISTORY OF THE CITY

This illustration shows a southwest view of Boston from the State House after the filling in of the flats and the erection of the churches, dwellings and schools. In the foreground are the buildings extending from Hancock avenue to Charles street. In the center is the Public Garden, formerly flats covered with water, but before all filled in used for ropewalks running parallel to Charles street. This section was granted by the town to the proprietors of the ropewalks, after the burning of their buildings on Atkinson and Pearl streets. Later the walks were destroyed by fire and it was decided by the proprietors to sell this land. They received $50,000 to convey a clear title to the city. In the background looking from the left to the right can be seen the steeples of the Arlington street, Trinity, Central, New Old South, First Baptist and Second churches. All the land that is embraced in this view, bounded by Charles, Beacon, Columbus avenue, Roxbury flats and Muddy River flats was filled in by material from Needham. The hills in the distance are of Roxbury and Brookline. Retaining walls and dikes were built to retain water in several receiving basins, which furnished power to grist mills and factories in this part of the Back Bay.

SAW PRESIDENT HAYS OF GRAND TRUNK GO DOWN

NEW YORK—Confirmation of the report that C. M. Hays, president of the Grand Trunk railway, was among the men lost with the Titanic was given last night by Mrs. John Murray Brown, Mrs. E. D. Appleton and Mrs. Robert C. Cornell, sisters, who were among the rescued. Mrs. Brown, whose home is at Acton, Mass., said she saw President Hays sink.

"All the women in my boat were compelled to row," said Mrs. Brown. "Ours was the last one to be picked up by the Carpathia."

That Col. Astor positively refused to go on any of the lifeboats and calmly aided in forcing order out of the panic, was the assertion of the three sisters. The Titanic's band marched from deck to deck playing "Nearer My God to Thee." When Mrs. Brown's boat left the ship the musicians were still at their instruments, although the water was knee deep.

George M. Keyes of Concord, Mass., met the sisters and they were taken at once to the New York home of Judge Cornell.

Miss Marie Young of Washington, formerly a music teacher to several of the Roosevelt children, said she was the last person to bid Maj. Butt good-by. He helped me to my seat in the lifeboat," she said, "as coolly as if it were in a parlor. Then he took off his hat, said 'good-by' and smilingly waved his hand to me from the watery deck as our boat pulled off. The last I saw of him he was waving his hat and smiling."

BABIES THROWN TO THE LIFEBOATS

NEW YORK—Seven babies who may never be identified and whose parents or mothers at least, perished on the Titanic, were cared for in New York foundling asylums.

The babies were thrown to lifeboats by their parents. No one knows their names and their clothing gives no clue to their identity.

In addition to these seven infants are two other children, 5 and 4 years old—nameless so far as the other survivors know.

A 1-year-old baby boy at the Manhattan hotel, Traverse Allison, was the sole survivor of the family of four of H. J. Allison, a Montreal banker. Allison, his wife Jessie and his 3-year-old daughter Lorraine were left on the Titanic. With the boy were a nurse, who could give no other name but "Jane" and two maids who had traveled with the Allisons.

G. M. Tucker and Margaret Hays, the latter of 304 West 83d street, New York, saw a two-year-old child wandering about on the deck of the Titanic as they were rushing to a lifeboat. They grabbed this child, took him with them into the lifeboat and saved him. Miss Hays carried him in her arms off the Carpathia. She does not know who he is.

PLAY HANDBALL AS THE TITANIC SINKS IN SEA

NEW YORK—Dr. Washington Dodge, of San Francisco, last night in a statement said:

"The last I saw of Major Butt and Colonel Astor were the two figures standing on the bridge of the Titanic, apparently with their arms entwined about each other's shoulders. This was the last glimpse I had of them from the lifeboat.

"Throughout the whole panic and during the loading of the boats, Major Butt and Colonel Astor assisted the ship's officers. As I remember it, the two were together throughout the whole of the panic. I saw their figures outlined against the sky from the boat.

"I am confident that the Titanic broke in two and that was why she sank. I remember that after we struck she rocked fearfully several times.

"Many of the boats were not completely filled. One, I think, only had five persons aboard.

"The reason the lifeboats were not filled was the fact that few could be convinced that the ship could go down. Many went back to bed. The crew was firmly convinced of this. Several of the stewards were riding bicycles around the gymnasium as the boat was sinking. Others were playing racquet and handball.

"Many of the passengers and crew stood at the rails and ridiculed those who had taken to the lifeboats as landlubbers. It was not until the water crept over the top decks that first cabin passengers realized their serious position."

MRS. FUTRELLE TELLS OF BEING FORCED TO LEAVE HER HUSBAND

NEW YORK—Jacques Futrelle, the author, parted with his wife and heroically refused to save himself when he knew that the Titanic was sinking under him. Mrs. Futrelle said last night:

"When the Titanic hit the iceberg there was real excitement. I do not doubt that my husband is dead, but even that knowledge cannot give me any keener suffering to endure.

"Jacques died like a hero. Three or four times after the crash I rushed up to him and clasped him in my arms and begged him to get into one of the lifebots. Then one of the ship's officers forced me into a lifeboat and I gave up all hope that he could be saved."

Mrs. Futrelle would say nothing more about her experiences on the Titanic and while floating helplessly about in one of the lifeboats, anxiously awaiting the arrival of some ship.

Those who met Mrs. Futrelle were her sister and brother-in-law, Mr. and Mrs. Charles H. Copeland of Boston; her brother, John Peel, and her daughter, Miss Virginia Futrelle. It had been expected that Miss Futrelle, who is but 14 years old, would remain at home until she was summoned by her mother, and her presence in this city first became known to her aunt and uncle, Mr. and Mrs. Copeland, after they had arrived here from Boston this afternoon. Mr. Copeland found it out when he sought passes for the party to the dock and was informed that four had been issued in the name of Miss Futrelle.

Miss Futrelle did not know that her father had gone to his death when the Titanic foundered, and in fact, it was half an hour after she had joined her mother at the Hotel Belmont that she obtained the first intimation.

Mrs. Futrelle said that she would remain at the Belmont for the night and possibly tomorrow. She will then go to her home in Scituate, Mass.

Mr. and Mrs. Edward Kimball of 857 Beacon street, Boston, were among the first to leave the Cunard dock last evening. They went away with Earl Conway, Mr. Kimball's partner, to the Belmont. Neither had gone to bed when the fatal crash came. "It was my first ocean trip," said Mrs. Kimball. "We thought that all would be saved. As we drifted in the ice floes, the lights of the Titanic that had been rapidly disappearing were blotted out and we felt that she had sunk. After that all appeared a dream, and still is."

Among the earliest of the first cabin passengers to step down the gangway from the Carpathia were Miss Margery Newell and Miss Madeline Newell of Lexington, Mass., daughters of President A. W. Newell of the Fourth National Bank of Boston. They were met by Mrs. Newell and George D. Milne, the latter being connected with the telephone office in this city. The young women had saved scarcely enough clothing from the wreck of the Titanic to last them until they reached port. They told Mr. Milne a detailed story of their parting with the head of the family.

John Nickavan was the only one among four Boston-bound Fins on the Titanic saved.

P. R. R. OFFICIAL IS WASHED FROM HIS PLACE UPON RAFT

NEW YORK—Two special trains carried to Philadelphia early today the Quaker City survivors of the Titanic. Young J. B. Thayer, Jr., one of the party, son of the vice-president of the Pennsylvania lines, saw his father sink.

When the crash came the elder Thayer got the members of his family together. He placed his wife in a lifeboat and was assisting the boy to a seat beside his mother when the son slipped overboard. The younger Thayer came up alongside a life raft that was floating on the surface and managed to climb aboard. The father plunged after the son and he, too, got a place on the raft. When the steamer sunk, the raft, on which a dozen persons had taken refuge, tipped over. Vice-President Thayer sank to rise no more, but the boy was picked up by one of the boats.

The other Philadelphians were Mrs. Thomas Potter, Jr., Mrs. W. B. Stephenson, Mr Bolton Ernshaw, Richard M. Williams, Jr., and Mrs. Williams

According to Mrs Stephenson, Colonel and Mrs. Astor said they were safer on the steamer than in the lifeboat. Later, however, Mrs. Stephenson said Colonel Astor placed his wife in a boat, but smilingly refused to go himself, although urged to do so.

OTHER NEW ENGLAND RESIDENTS ARE NOW ON TITANIC LISTS

RESCUED

CORNELL, MRS. ROBERT C., of New York sister of Mrs. John Murray Brown.
CUMINGS, MRS. J. BRADLEY, daughter of George Thayer of Brookline.
ENDRES, MISS CAROLINE, Great Barrington.
HALVERSON, MRS. ALEXANDER O., formerly of Boston.
KIMBALL, MR. and MRS. EDWIN NELSON, of Beacon street.
LONGLEY, MISS GERTRUDE F., graduate of Quincy Mansion school.
MYLES, THOMAS F., of Cambridge.
OSTBY, MR. and MRS. E. C., of Providence.
OSTBY, MISS HELEN R., daughter of E. C. Ostby.

REPORTED LOST

FUTRELLE, JACQUES, of Scituate.
WHITE, MR. and MRS. RICHARD F., man servant and maid servant, all of Winchendon and Hotel Somerset.
CUMINGS, JOHN BRADLEY, of Boston and New York, who married Miss Florence E. Thayer of Brookline.
HALVERSON, ALEXANDER O., formerly of Boston.
LONG, MILTON C., of Springfield and Lowell, son of Judge Long of Springfield probate court.
MILLET, FRANK D., artist, formerly of Mattapoisett and Boston.
MOORE, CLARENCE, of Beverly and Washington.
BURKE, JEREMIAH, who planned to live in Charlestown.
HEGARTY, MISS NORA, who left her home in Ireland, planning to live in Charlestown.
HONCAREK, MRS. OMINE, and her two children, who were to join relatives in Boston.
LIND, NILS SIGMUND, who left Sweden to come to Boston to live.
MEISNER, SIMON, who expected to make his home in Salem.
BARTON, JOHN or DAVID, who planned to join his son in Boston.
RYERSON, AUSTIN R., 30 Pinckney street, Boston.
RYERSON, MRS. A. R., 30 Pinckney street, Boston. Their three children.

(Additional Titanic news will be found on pages 4 and 5.)

CHANGE IN ALASKA BARGE COMPANY

TACOMA, Wash.—Announcement is made by W. R. Nichols of the Alaska Barge Company of the purchase by this company of the interests held by George M. Savage in the barge company, in the Independent Asphalt and Paving Company and the Pioneer Sand and Gravel Company.

The barges controlled by the company are engaged in the Alaska coastwise service and engaged principally in bringing gypsum from Alaska to the Tacoma plant. The barges, which are old-time clipper ships, are the St. James, Washington, Big Bonanza, Wallacut, Washtunca and James Drummond.

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TRAVEL TALKS

Hotel and Travel Information

¶Hundreds of Monitor readers were aided in their quest for reliable information on resorts and hotels during 1911—
Read This Letter of Appreciation:

Poughkeepsie, N. Y.
Hotel and Travel Department:
I want to assure you that we fully appreciate the work your Department is doing in assisting travelers in such an effective manner.
Sincerely yours,

We perhaps can help you too for the coming season. Try us.

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LENDING LIBRARY All the new novels 2c per day W. B. Clarke Co. 26 & 28 Tremont St

Leading Events in Athletic World ∴ Syracuse Track Squad

SYRACUSE EXPECTS TRACK SQUAD TO WIN MAJORITY OF POINTS

Coach T. F. Keane Has Promising Material From Which to Develop a Strong Aggregation

AFTER RELAY TITLE

SYRACUSE, N. Y.—Track prospects for the coming season at Syracuse University are very bright. Coach T. F. Keane has a squad that should prove a winner in the outdoor contests. Six men are reporting that they can do the 440 in 50s. and with this combination, Syracuse should win the outdoor one-mile relay race. The indoor title has been in the possession of the Orange since 1910.

The best quarter-milers are: Capt. C. D. Reidpath '12, P. D. Fogg '12, H. D. Waldron '12, E. G. Champlin '12, Miles Robertson '12L, and L. J. Kinney '14. After the Pennsylvania relay games Coach Keane is to shift Robertson, Waldron and Champlin to other distances. To do this in the one week before the Columbia meet will require a great deal of effort.

S. J. Downey '12 and Robertson '12 are to take care of the dashes. In the 440 Captain Reidpath and Fogg will surpass all opponents. Taylor '14, Newing '13 and H. N. Algire '12 will uphold the Orange in the half mile, and Morrell '12, Rile '13 and McDowell '13 will make a trio of fast milers.

J. D. Danes '13, captain of the cross country squad, together with Sargent '14 and Brewster '14 will take good care of the two-mile.

L. Street '13, Champlin '12, Kortwright '14 and H. N. Street '12 are the Syracuse weight winners. Bloom '13 and Kortwright '14 will do the pole vaulting, while Stiles '14 and Kortwright will negotiate the high jump. E. R. Champlin '12 looks like a sure point winner in the broad jump. Last year his record was over 22 feet.

The freshman squad has about 25 men working and a good schedule has been arranged as in this way interest in track work is maintained among the first-year men.

The varsity team has two outdoor meets with Columbia and with Michigan. Students expect their team to duplicate their feat of winning both outdoor meets, as they did in the indoor work. Last season at Ann Arbor, Michigan defeated Syracuse, and so the New York collegians are anxious to retaliate.

GOULD AND HUHN CAPTURE COURT TENNIS FINALS

Joshua Crane and G. R. Fearing Force Victors to Hard Five-Set Match at Philadelphia

PHILADELPHIA—Jay Gould and W. H. T. Huhn of the Philadelphia Tennis and Racquet Club are today being congratulated over their winning the doubles court tennis championship of the United States here Thursday when they defeated Joshua Crane and G. R. Fearing of Boston in the final round three sets to two, 6-4; 5-6; 6-2; 3-6; 6-4.

That the local pair won the title was due principally to the brilliant individual work of Gould, the national singles champion. His partner played a very steady game, but it took the wonderful work of Gould to bring victory to his side. His playing stood out prominently and he received round on round of applause from the large gallery that witnessed the match. Some of his gets were of the most spectacular order.

Crane and Fearing put up a fine contest. The veterans pushed their opponents hard at all times. Almost every game in the match went to deuce and kept the spectators keyed up to the very end.

FIRST SET

Jay Gould and W. H. Huhn ..... 0100111101—6
Joshua Crane and G. R. Fearing ..... 1011000010—4

SECOND SET

Jay Gould and W. H. T. Huhn ..... 11010011000—5
Joshua Crane and G. R. Fearing ..... 00101100111—6

THIRD SET

Jay Gould and W. H. T. Huhn ..... 01111011—6
Joshua Crane and G. R. Fearing ..... 10000100—2

FOURTH SET

Jay Gould and W. H. T. Huhn ..... 01100010—3
Joshua Crane and G. R. Fearing ..... 10011110 1—6

FIFTH SET

Jay Gould and W. H. T. Huhn ..... 1101000111—6
Joshua Crane and G. R. Fearing ..... 0010111000—4

SOUTHERN LEAGUE RESULTS

Montgomery 5, New Orleans 3.
New Orleans 6, Montgomery 3.
Atlanta 11, Nashville 3.
Memphis 4, Chattanooga 2.
Mobile 2, Birmingham 0.
Mobile 3, Birmingham 3.

BASEBALL SATURDAY at 3 o'clock
Red Sox vs. New York
FENWAY PARK Jersey and Lansdowne Sts.
Tickets on sale at Wright & Ditson's, 344 Washington St.

Former Cross-Country Leader Who Is Trying for Varsity Track Team

H. T. MORRELL '12
Syracuse varsity track squad

AMERICAN LEAGUE STANDING

	Won	Lost	P. C. 1912	P. C. 1911
Boston	4	1	.800	.500
Philadelphia	3	1	.750	.400
Cleveland	2	2	.667	.200
Chicago	4	2	.667	.333
Detroit	3	3	.571	.400
Washington	2	2	.500	1.000
St. Louis	2	2	.500	.600
New York	0	5	.286	.333
	0	5	.000	.800

RESULTS THURSDAY

Chicago 12, St. Louis 7.
All other games postponed.

GAMES TODAY

New York at Boston (two games).
Philadelphia at Washington.
Cleveland at Detroit.
Chicago at St. Louis.

CHICAGO WINS EASILY

ST. LOUIS—An eighth-inning batting rally, which netted six runs, permitted Chicago to take Thursday's game from St. Louis, 12 to 7. The score:

Innings	1	2	3	4	5	6	7	8	9	R.	H.	E.
Chicago	0	0	2	0	0	3	1	6	0	12	15	5
St. Louis	0	0	1	0	0	2	0	1	3	7	10	3

Batteries, Walsh and Kuhn, Nelson, Hamilton, Spencer and Krichell. Umpires, Evans and Egan.

NATIONAL LEAGUE STANDING

	Won	Lost	P. C. 1912	P. C. 1911
Cincinnati	4	1	.800	.500
St. Louis	4	2	.667	.667
Philadelphia	3	2	.600	.800
Boston	3	3	.500	.333
New York	3	3	.500	.500
Brooklyn	3	3	.500	.600
Pittsburgh	2	3	.400	.333
Chicago	2	4	.333	.400
	1	4	.200	.500

RESULTS THURSDAY

Pittsburgh 4, St. Louis 3.
All other games postponed.

GAMES TODAY

Boston at Philadelphia.
Brooklyn at New York.
St. Louis at Pittsburgh.
Cincinnati at Chicago.

PITTSBURGH DEFEATS ST. LOUIS

PITTSBURGH—A large crowd attended the opening game here today between Pittsburgh and St. Louis. Pittsburgh won in the ninth inning after two men were out on a fumble by Hauser. Both pitchers were effective, although Hendrix was a trifle unsteady. Donlin retired after the fourth inning, Leach going to centerfield and Wilson being shifted to right. The score:

Innings	1	2	3	4	5	6	7	8	9	R.	H.	E.
Pittsburgh	0	2	1	0	0	0	0	0	1	4	5	1
St. Louis	1	0	0	1	1	0	0	0	0	3	4	1

Batteries: Hmedrix and Gibson, Sallee and Bliss. Umpires, Johnstone and Eason.

YALE CAPTAINS NAME MEMBERS OF ATHLETIC BOARD

NEW HAVEN—Yale's new athletic committee has just been formed, four graduate members being named by the four major sport captains, under the terms of the new athletic constitution. The four alumni members follow:

Walter Camp, '80, of New York, appointed by Captain Spalding of the football team; Frederic W. Allen, '00, of New York, appointed by Capt. Radcliffe Romeyn of the crew; George B. Case, '94, of New York, appointed by Capt. H. N. Merritt of the baseball team; John R. Kilpatrick, '11, of New York, appointed by Capt. R. A. Gardner of the track team.

The election by these four alumni members of the fifth graduate, called for by the constitution, was not attempted. Mr. Camp was elected chairman of the committee. The election of a treasurer was not held.

MANY TROPHIES FOR POWER BOATS

CHICAGO—An endowment of $17,500, sufficient to provide a $500 trophy annually to the winner of the western power boat championship race between boats of the 40-foot class, is announced by the Associated Yacht and Power Boat Clubs of America.

In addition, a trophy of $5000 for this contest and another $500 trophy for a minor event are offered. All the trophies are the gifts of William Wrigley, Jr., of Chicago. The annual cups go permanently to the winners.

COACH LATHROP HAS GOOD SQUAD OUT FOR BATES TRACK TEAM

Captain Blanchard Expected to Be Big Factor in Winning Maine State Meet for His College

HAVE GOOD JUMPERS

LEWISTON, Me.—Garcelon field is now in condition for track practise and Coach Lathrop has the full squad out every day. A number of improvements have been made in the field this spring along the line of improving track facilities. New vaulting and jumping pits have been put in on the opposite side of the field from the grand stand and the cinder track thoroughly worked over.

It now looks as if Bates would be the most prominent candidate for the Maine college championship this year with the number of veterans who are sure of points in the meet and the large number of new track men who have been improving constantly since the first fall practise.

Captain Blanchard who won both the high and low hurdles in the Maine meet last year and holds the record in the high hurdles, is in the best of condition and is expected to win both events. He is considered one of the best men for both hurdle events that has ever competed for any of the four Maine colleges. Woodman '13, is another competitor for Bates in the hurdles and is expected by many to take both second places.

Bates has three men to enter the high jump this year, all of whom during the winter and spring have done 5ft., 6ins. They are Kempton '13, Woodman '13 and Drake '14. Kempton cleared the bar at 5ft., 9 ins. at the Bates indoor meet this year. This is better than the Maine college record and it now looks as if a new mark would be established on May 11.

The Lewiston college is expected to count a number of scores in the weight events with Shepard '13, Gove '13, Hooper '12, and Leavitt '14. Shepard has been putting the shot over 42ft. during the winter and showed his ability to do this in competition by making a new record in the Bates indoor meet. Forty-two feet is better than the Maine state record also. Gove is now throwing the discus farther than the state record and Leavitt is doing the same with the hammer.

In the dash and running events are Deering '13, Parker '14, Thompson '13, Dennis '13, Nevers '14, Nash '15, Baker '14, and Blanchard '15. All of these men look to be point winners now and are sure to be in the running in their respective events.

There are also a large number of track candidates who have not yet been given an opportunity in competition in an intercollegiate meet to show what they are capable of doing and Coach Lathrop expects to pick up some points with these men.

THREE SIXTEENS IN MATCH PLAY IN LAKEWOOD GOLF

Travis and Perrin Tie at 79 in Abbreviated Qualification Round Thursday — Only 18 Holes Played

NEW YORK—With three sixteens competing the first round of match play is on the calendar today in the spring golf tournament at the Country Club, Lakewood.

A tie for the medal marked the qualification round Thursday. When all the cards had been handed in Walter J. Travis of Garden City and Howard W. Perrin of Philadelphia were both credited with scores of 79. It had been originally intended to have a 36-hole qualifying round, but the committee decided to call the second round off. This met with the approval of a great majority of the players.

Mr. Travis' card:

Out ..... 4 4 5 4 7 6 3 5 6 — 44
In ..... 3 4 4 4 4 4 5 4 4 — 35—79

Mr. Perrin's card:

Out ..... 3 5 4 5 5 4 4 5 5 — 40
In ..... 3 3 4 4 3 4 7 5 6 — 39—79

Out of an original entry of 110, there were 88 starters. One of the upsets of the day was the failure of G. C. Stanley, the Yale golfer who won the intercollegiate title last fall, to qualify.

In conjunction with the qualifying round was a team competition which was won by the Ekwanok four composed of Travis, C. H. Gardner, A. M. Reed and Taylor, with a total of 336. The Pinehurst team was second with 350. The scores in the first division:

FIRST SIXTEEN

Name and club	Out	In	T'l
H. W. Perrin, Philadelphia	40	39	79
W. J. Travis, Garden City	44	35	79
C. H. Gardner, Ekwanok	44	37	81
E. P. Allis, Harvard	44	37	81
M. J. Condon, Wykagyl	45	36	81
Percy Platt, Lakewood	42	40	82
R. S. Evans, Brae Burn	42	41	82
E. J. Ridgway, Montclair	45	39	84
George A. Crump, Philadelphia	45	39	84
H. V. Gaines, Wykagyl	47	38	85
A. M. Reed, Ekwanok	47	39	86
H. J. Topping, Pinehurst	48	39	87
C. E. Turner, Midland	45	42	87
C. N. Phillips, Atlantic City	46	42	88
V. C. Longley, Wannamolsett	45	43	88
W. W. Taylor, Ekwanok	46	42	88
	44	45	89

RATIONAL GOLF

By STEVEN ARMSTRONG

In our amateur list of possible competitors at Westward Ho! first of all naturally comes Harold Hilton, British and American champion. So much has been written of him lately in the press out here that I am merely going to give a list of his most important successes and a few personal details. Born at West Kirby Cheshire, 1869, he took naturally to the game as his father was an enthusiastic golfer. Hilton won the British amateur championship in 1900, 1901 and 1911. Was runner-up in 1892, 1893 and 1896. Won the British open (professional) in 1892 and 1897. The Irish open amateur 1897, 1900 and the next two successive years. Won St. George's vase in 1893 and 1894, and the gold medal of the Royal Liverpool G. C. in 1893, 1897, 1898, 1899, 1901 and 1907 and many other important competitions.

John Ball of Hoylake is six years Hilton's senior and has the unique distinction of having won his national golf championship seven times. The occasions were 1888, 1890, 1892, 1894, 1899 (after a tie with the late Lieut. F. G. Tate), 1907 and 1910. Was runner-up in 1887 and lost after a tie in 1895. He has the honor of being the only man to win both the amateur and open championships in the same year (1890). The Irish open amateur title also went to him in 1893, 1894 and 1899, and the St. Georges vase in 1888 and the three next successive years. To give the list of the years he won the gold medal of the Royal Liverpool Golf Club would make this page look like a calendar. It is sufficient to say that beginning with the year 1882 he has won it 13 times, and when he did so last year an amusing mistake occurred when a contemporary, alluding to Mr. Ball's "century of scratch medals," announced that he had won the gold medal above referred to "for the hundredth time." Mr. Ball though one of the surprisingly young veterans of England is not a centenarian yet. He is said, however, to be the most popular amateur in the British Isles.

While we are referring to the famous veteran amateurs we naturally think of one whose knowledge of all tha tpertains to golf is so esteemed that any writings of his on this subject are eagerly read the world over—Horace G. Hutchinson, British champion 1886 and 1887 and runner-up in 1893. Four years older than John Ball, a graduate of Oxford, he was formerly a fine cricketer and was honored by being elected captain of the Royal and Ancient Golf Club. Part of his life has been spent at Westward Ho! and he has won many medals there as well as at St. Andrews so he will be playing this year on a course which few know so thoroughly as he.

As there are five splendid golfers of the name of Hutchison and as many people do not know this in America, they are frequently confused with H. G. Hutchinson. The best known of the Hutchisons is a captain in the Coldstream Guards. He was born in London 1877 and went through Eton. His wonderful struggle in the final of the amateur three years ago is still spoken of, for Maxwell beat him only at the thirty-sixth hole. He has won many medals and competitions including the St. Georges vase 1903 and 1910, and beat Hilton in the international match last year. George Herbert Hutchison is one of the best Glasgow players and D. M. Hutchison also comes from the city on the Clyde. R. F. Hutchison is a well-known Edinburgh golfer and C. A. of the same name is plus 3 at Prestwick but now lives in British North Borneo.

Robert Maxwell of Edinburgh is another Eton boy. He was 27 when he won the British amateur title for the first time (1903) and regained it six years later on the same course (Muirfield), so he may do something worth while in the open this year. Maxwell is a big man and drives a terrific ball. He was not playing well last year but we trust he will reconsider his decision not to compete in future championships for he is a splendid golfer and a great favorite. The World of Golf gives an amusing personal description of him:

"It would be a mistake, of course, to assume that every man that appeared on the teeing ground 'point devise' in the matter of clothes and equipment is a 'crack.' If you adopted this as the only standard of judgment you might mistake Robert Maxwell for a fairly sound 14 handicap man. I say you might, for in spite of the brown tweed coat, the patch over the pocket, and the up-turned collar, there is something about Mr. Maxwell that stamps him as an ex-champion. Possibly it is the up-turned collar even in the hottest weather that makes him different from most other players."

Of the former title holders E. A. Lassen (Lytham and St. Anne's) made the best showing last year, being in the final with Mr. Hilton. He won the amateur in 1908 and has been Yorkshire champion three times and runner-up once. He had a great match with Charles Evans, Jr., in the French amateur, losing by two holes.

J. E. Laidley is one of the older school, being born in 1860, and won the amateur in 1889 and 1891. Was runner-up in 1888, 1890, and 1893 in which year he was second also in the open championship. Mr. Laidley's collection of scratch medals is probably exceeded only by that of John Ball.

FRANTZ WRESTLING LEADER

PRINCETON, N. J.—J. H. Frantz '13 has been elected captain of next year's wrestling team at Princeton. During his two varsity seasons Frantz has won two championships and has never lost on a fall.

MAINE UNIVERSITY TRACK MEN TRAINING FOR BIG STATE MEET

Coach Smith Is Working Hard to Turn Out a Squad That Will Make Good Showing in Competitions

DUAL MEET MAY 4

ORONO, Me.—With the annual Maine intercollegiate track meet at Brunswick about three weeks away, the candidates for the University of Maine track team are putting forth every effort to develop a team which will be able to keep up the reputation made last year, when Maine won the championship of the state. In spite of the fact that the university has not for many years started a track season with less first class material and sure point winners, Coach Smith is working with the men to bring out every available point possible, be it first, second or third place. Last year much was gained by the ability of Maine men to pick up second and third places to support the efforts of a few stars. This year, with the promise of the closest state meet in years, even more will depend on the winners of second and third places.

The university will miss last year's captain, N. E. Smith, who took second place in both hurdle events and won the high hurdles in the New England meet. He was graduated last June and has left practically no experienced material in the hurdle events. E. T. Walker, who could always be depended upon for points, and who gave Holden of Bates, the state record holder in this event, such a race in the quarter at Waterville last year, has also been graduated and it seems practically impossible to fill his place this year. G. D. Bearce, Maine's only point winner in the hammer is also one. Besides these losses of what last year were sure points, Maine's chances in the high jump, broad jump and half mile run, seem anything but bright. It will probably be in the other events of the meet that Maine must win her points to secure a high place.

A number of the track men remained at Orono throughout the spring recess for practise but the weather was not very favorable to much consistent training.

The university should be able to count on a number of sure points in the long distance runs. Capt. L. E. Houghton '12, who won the mile last year and holds the state record in the two mile, should easily take either of these events although he will probably run the mile. R. A. Rogers '13, who won the two-mile last year, should stand a good show to repeat his performance. W. D. Turner '14, who as a freshman last year took third place in the mile, should be able to do even better judging from his work in practise.

Rogers '14, who took the pole vault last year and made a state record, is the best man in this line that Maine has ever produced and is vaulting in good shape this year, having won this event in the recent indoor meet against Colby.

T. D. Shepherd '13, who won the shot put last year, will be in for his place in this event. Last year, also, in the dual meet with Colby and in practise he threw the discus further than any other college man of the state during the season. He was unfortunate in his work in this event in the Maine meet, but with the extra experience and training should be counted on for a place in the discus throw.

Skolfield '13, who was the individual star of the interclass and interfraternity meets this winter, and Hosmer '12, who also has showed much ability in several events in practise, will be heard from, although Coach Smith has not decided in what events they will be entered. Skolfield has done good work in the dashes, the hurdles, the broad jump and the shot, and should be able to place in whatever event he is entered.

Besides these men who look like sure point winners there are a large number of men who have been showing up well all winter, and although it is difficult to say just what they would be able to do in actual competition, it seems likely that a number of points may be added to the Maine score by their work.

Coach Smith has said that he believes the state meet will go to Colby or Bates and that Bowdoin, whose team was so weak last year, under the direction of Coach Marsh, will be stronger than many people think. He thinks that new records will be established in the high jump from the records made this year in indoor meets by Colby and Bates athletes, in the two-mile and the pole vault. He believes that Blanchard of Bates will be able to better the present state records in both the high and the low hurdles.

The University of Maine track team will meet Colby at Orono for a dual meet on May 4, one week before the state championships, and as the outcome of this meet will show the relative strength of these two institutions Coach Smith is putting forth every effort to make as good a showing as possible. Several times he has proved his ability to develop strong teams from what appeared to be poor material, and all Maine supporters are expecting better things of their favorite team than at the present time seems possible.

NOTES ON ARCHERY

By EDWARD B. WESTON

The second tournament of the Eastern Archery Association was held at Ridge Hill farms, Wellesley, Mass., Sept. 1 and 2, 1880. Maj. A. G. Constable was president. The following clubs and archers took part in it:

West Newton, Mass., Archery Club, Edward Allen, Miss F. Plimpton, Miss R. Allen.

Pequossett Archers, Watertown, Mass., A. S. Brownell, G. D. Underwood, John Worcester, A. G. Whitman, E. R. Dwight, Mrs. M. L. Morse, Miss A. Ingraham, Mrs. L. A. Shackford, Miss A. Clark, Miss E. L. Magee.

Cedarwood, Poughkeepsie, N. Y., H. Innis, W. H. Young, W. G. Morse, E. L. Morse.

Ascham, R. M. Brown, A. Andrews.

Orintani Archers, Hackensack, N. J., H. Kingsbury, R. B. Lawrence, W. H. Holberton, C. D. R. Moore, C. C. Moore.

Toxophilites, Lewiston, Me., John B. Cotton, Dr. O. A. Horr, F. W. Parker, Dr. L. Woodbury, J. W. West.

New York Brooklyn Archers, W. A. Frazer, A. B. De Luna, Major A. G. Constable, J. W. Auten, Mrs. A. B. De Luna.

Manhattan, G. E. French.

Hawthorne Archers, Roxbury, Mass., James Dwight, F. W. Retzer, F. R. Brackett, Howard Brackett.

Jamaica Archers, Jamaica Plan, Mass., Mrs. J. Ager, Miss Sprague, Miss Abba Agar.

This year the men's championship, competed for at the double Yorke round, was won by L. L. Peddinghaus of Marietta, O., with a score of 127-519. Mr. Peddinghaus had just won the national championship at Buffalo, N. Y., scoring 152-708. F. H. Brackett, Roxbury, Mass., ranked second, score 128-474. W. G. Morse, Poughkeepsie, N. Y., ranked third, score 105-395.

Miss Abba Agar of Jamaica Plain, Mass., won the woman's championship, the double Columbia round being shot, with a score of 108-526. Miss E. L. Magee, Watertown, Mass., ranked second, score 63-245. Miss Allen, West Newton, ranked third, score 58-242.

Men's team championship, 72 arrows at 60 yards being shot, was won by the Hawthorne Archers. Score:

F. H. Brackett	61—221
Howard Brackett	47—207
James Dwight	48—192
F. D. Ritzer	42—126
	198—746

Women's team championship, 72 arrows at 50 yards being shot, was won by Jamaica Plain archers. Score:

Miss A. Agar	46—178
Miss J. Agar	43—171
Miss J. Sprague	40—156
	129—505

In recent years the Eastern Association has held it's meetings with the members shooting on their own ranges and reporting their scores to the secretary.

The last meeting was held Nov. 11, 1911. The Boston archers, shooting on the Newton Center playgrounds range made the highest scores, as follows:

Single York round

Wallace Bryant	97—441
G. Phillips Bryant	87—421
H. B. Richardson	78—310

Single American round

G. Phillips Bryant	88—464
Wallace Bryant	86—464
H. B. Richardson	84—426

Single National round

Miss Helen Hutchinson	65—323

It was our fortune to have known a number of the members of the Eastern Archery Association.

Maj. A. S. Constable was a very likeable man. He had been an officer in the British army and had traveled in many parts of the world. At this time he was connected with Harper Bros. publishing house.

He attended the second meeting of the National Association in Buffalo in 1880 and was elected its president. The next year he managed the Brooklyn meeting, one of the best we ever had.

John B. Cotton was a prominent lawyer in Lewiston, Maine, and a partner of the late Senator Frye.

He attended a number of meetings and wrote much on archery.

When Gresham was attorney-general in President Harrison's cabinet Mr. Cotton was his first assistant. After he retired from office he made his home in Washington.

Dr. O. A. Horr of Lewiston was also an enthusiastic archer.

Of all the archers who shot in these early meetings we know of only one who still draws the bow, namely, A. G. Whitman of Melrose, Mass. He was for many years principal of the high school in that town. He is a man loved by everyone.

The following extract is from one of his recent letters:

"I recall a little incident that occurred at the meet at Wellesley that has always amused me and illustrates the uncertainties of archery.

"I was assigned to the outer taget at the lower end of the range, at the farthest end from the crowd at headquarters. We began at 100 yards. I shot a snakewood bow of about 55 pounds, drawing to my chest, after the hunter's method. This gave a most beautiful flight, but achieved nothing memorable in accuracy. My first three arrows were wonders, scoring well in the target. It was noised up the line that there was a fellow down there putting them all in the target. The crowd of course rushed down to see. If there was anything memorable done thereafter on that target I have forgotten it."

Another man who shot in the second tournament at Wellesley and who has since been prominent in the athletic world, is Dr. James Dwight of Boston. About that time he forsook archery for tennis, which was then coming into vogue. And until this winter, for 25 years, he had been president of the National Lawn Tennis Association. He declined reelection.

Former University of Illinois Player Who Leads Local Americans

(Photo by C. J. Horner, Boston)
GARLAND STAHL
Boston American League Club

DARTMOUTH WILL PLAY CORNELL

ITHACA, N. Y.—Dartmouth and Cornell will play football in Ithaca next fall, according to the Cornell football schedule, made public here Thursday night. Dartmouth plays here Nov. 9. The schedule:

Sept. 25, Alleghany at Ithaca; 28, Colgate at Ithaca.
Oct. 5, Oberlin at Ithaca; 13, New York University at Ithaca; 19, Penn State at Ithaca; 26, Bucknell at Ithaca.
Nov. 2, Williams at Ithaca; 9, Dartmouth at Ithaca; 16, Michigan at Ann Arbor; 28, Pennsylvania at Philadelphia.

O'LEARY AND CASEY SOLD

DETROIT—President Navin of the Detroit American League Baseball Club has announced the sale of O'Leary and Casey to the Indianapolis team of the American Association. O'Leary joined the Tigers in 1903, while Casey was bought in the fall of 1910.

BASEBALL PICKUPS

Captain Doyle of the Giants is playing a fine game this spring both in the field and at the bat.

—ooo—

"Wagner's batting and fielding a feature" sounds very natural. Pittsburgh's great shortstop and captain is still on deck.

—ooo—

With University of Illinois supporting an eligible and ineligible varsity nine, Coach Huff should get some great practise for his regular varsity team.

—ooo—

The Chicago Nationals will find it hard work keeping up in the first division this season. It looks as if there would have to be a general shaking up in the cub machine before long.

—ooo—

Redland field, the new park of the Cincinnati baseball club is to be formally dedicated May 18. The Commercial Association of that city plans to give President Herrmann a banquet that evening.

SIX ASSISTANT COACHES

PHILADELPHIA—Six assistants have been named to help Coach Smith with the University of Pennsylvania football team next fall. They are Dr. J. J. Hedges, Harold Gaston, A. C. Miller, Charles Wolferth, George Brooke and Charles Keinath. There is another coach to be appointed to assist Head Coach Smith with the back field men. Miller has successfully coached the freshman teams at Pennsylvania for the past two years.

AMUSEMENTS

COMING
Textile and Power Show
MECHANICS' BUILDING
Opens Monday, 2 P. M.
ADMISSION 25c
Personal Direction CHESTER I. CAMPBELL

BOSTON OPERA HOUSE
ABORN ENGLISH GRAND OPERA CO.
Thur., Friday and Saturday MIGNON
HOLIDAY MATINEE FRIDAY
REGULAR MATINEE SATURDAY

LACK OF PANIC MOST NOTICEABLE FACTOR DECLARES SURVIVOR

Lawrence Beesley of London Describes Scenes Attending Sinking of Titanic and Rescue of Passengers

DANGER NOT FELT

NEW YORK—Lawrence Beesley of London, a Cambridge University man of 4 Titchfield Terrace, Regents Park, N. W., London, was a second cabin passenger on the Titanic. He says the trip from Queenstown had been uneventful, the weather fine and the sea calm.

At the time of the collision of the ship with the iceberg Mr. Beesley was in his berth. The shock was felt, he says, at about 11.15 o'clock, and he first noticed a slight jar and then a second one, then the engines stopped.

"My first thought was," he said, "that we had lost a propeller. I went on the top (boat) deck in a dressing gown, and found only a few people there, who had come up similarly to inquire why we had stopped, but there was no sort of anxiety in the minds of any one. We saw a game of cards going on, and went to inquire if they knew anything. It seems they felt more of the jar, and looking through the window had seen a huge iceberg go by close to the side of the boat.

"They thought we had just grazed it with a glancing blow, and the engines had been stopped to see if any damage had been done. No one, of course, had any conception that she had been pierced below by part of the submerged iceberg.

"I retired to my cabin to read until we went on again. A little later, hearing people going upstairs, I went out again and found every one wanting to know why the engines had stopped.

"On going on deck again I saw there was an undoubted list downward from stern to bow, but knowing nothing of what had happened, concluded some of the front compartments had filled and weighed her down. I went down again to put on warmer clothing, and as I dressed heard an order shouted:

"'All passengers on deck with life belts on.'

"We all walked slowly up with them tied on over our clothing, but even then presumed this was a wise precaution the captain was taking and that we should return in a short time and retire to bed. There was a total absence of any panic or any expressions of alarm, and I suppose this can be accounted for by the exceedingly calm night and the absence of any signs of the accident.

The ship was absolutely still, and except for a gentle tilt downward, which I don't think one person in ten would have noticed at that time, no signs of the approaching disaster were visible. She lay just as if she were waiting the order to go on again when some trifling matter had been adjusted. But in a few moments we saw the covers lifted from the boats and the crews allotted to them standing by and curling up the ropes which were to lower them by the pulley blocks into the water.

"We then began to realize it was more serious than had been supposed and my first thought was to go down and get more clothing and some money, but seeing people pouring up the stairs decided me that it was better to cause no confusion to people coming up by doing so. Presently we heard the order:

"'All men stand back away from the boats and all ladies retire to next deck below'—the smoking room deck or B deck.

"The men all stood away and remained in absolute silence leaning against the rail railings of the deck or pacing slowly up and down.

"The boats were swung out and lowered from A deck. When they were to the level of B deck, all the ladies got in quietly with the exception of some who refused to leave their husbands. In some cases they were torn from them and pushed into the boats, but in many instances they were allowed to remain because there was no one to insist they should go.

"When they were afloat and had the oars at work, the condition of the rapidly settling boat was so much more a sight for alarm for those in the boats than those on board that in common prudence the sailors saw they could do nothing but row from the sinking ship to save at any rate some lives. They no doubt anticipated that suction from such an enormous vessel would be more than usually dangerous to a crowded boat mostly filled with women.

"All this time there was no trace of any disorder; no panic or rush to the boats and no scenes such as one generally pictures as happening at such times. Every one seemed to realize so slowly that there was imminent danger. When it was realized that we might all be presently in the sea with nothing but our life belts to support us until we were picked up by passing steamers, it was extraordinary how calm every one was, and how completely self-controled.

"One by one the boats were filled with women and children, lowered and rowed away into the night. Presently the word went round among the men: 'The men are to be put in boats on the starboard side.'

"I was on the port side and most of the men walked across the deck to see if this was so. I remained where I was and presently heard the call:

"'Any more ladies?'

"Looking over the side of the ship I saw the boat, No. 13, swinging level with B deck, half full of ladies. Again the call was repeated:

"'Any more ladies?'

"I saw none come on and then one of the crew looked up and said:

"'Any ladies on your deck, sir?'

"'No,' I replied.

"'Then you had better jump.'

"I dropped in and fell in the bottom as they cried 'Lower away!'

"As the boat began to descend two ladies were pushed hurriedly through the crowd on B deck and heaved over into the boat and a baby of 10 months passed down after them.

"Down we went, the crew calling to those lowering which end to keep her level—'Aft.' 'Stern.' 'Both together.'—until we were some 10 feet from the water, and here occurred the only anxious moment we had during the whole of our experience from leaving the deck to reaching the Carpathia.

"Immediately below our boat was the exhaust of the condensers, a huge stream of water pouring all the time from the ship's side just above the water line. It was plain we ought to be smartly away from this not to be swamped by it when we touched water.

"We had no officer aboard nor petty officer or member of the crew to take charge. So one of the stokers shouted: 'Some one find the pin which releases the boat from the ropes and pull it up.'

"No one knew where it was. We felt as well as we could on the floor and sides, but found nothing and it was hard to move among so many people—we had 60 or 70 on board. Down we went and presently floated with our ropes still holding us, the exhaust washing us away from the side of the vessel and the swell of the sea urging us back against the side again. The resultant of all these forces was a force which carried us parallel to the ship's side and directly under boat 14, which had filled rapidly with men and was coming down on us in a way that threatened to submerge our boat.

"'Stop lowering 14,' our crew shouted, and the crew of 14, now only 20 feet above, shouted the same. But the distance to the top was some 70 feet, and the creaking pulleys must have deadened all sound to those above, for down she came—15 feet, 10 feet, 5 feet, and a stoker and I reached up and touched her swinging above our heads. The next drop would have brought her on our heads, but just before she dropped another stoker sprang to the ropes with his knife.

"'One,' I heard him say; 'two,' as his knife cut through the pulley ropes, and the next moment the exhaust stream had carried us clear, while boat 14 dropped into the water into the space we had the moment before occupied, our gunwales almost touching.

"We drifted away easily as the oars were gotten out and headed directly away from the ship. The crew seemed to me to be mostly cooks in white jackets, two to an oar, with a stoker at the tiller. There was a certain amount of shouting from one end of the boat to the other and discussion as to which way we should go, but finally it was decided to elect the stoker who was steering, captain, and for all to obey his orders. He went to work at once to get into touch with the other boats, calling to them and getting as close as seemed wise; so that when the search boats came in the morning to look for us, there would be more chance for all to be rescued by keeping together.

"It was now about 1 a. m., a beautiful starlight night, with no moon, and so not very light. The sea was as calm as a pond, just a gentle heave as the boat dipped up and down in the swell; an ideal night except for the bitter cold for any one who had to be out in the middle of the Atlantic ocean in an open boat, and if ever there was a time when such a night was needed, surely it was now, with hundreds of people, mostly women and children, afloat hundreds of miles from land.

"We were now about two miles from her and all the crew insisted that such a tremendous wave would be formed by suction as she went down that we ought to get as far away as possible. The captain agreed, and all lay to their oars and widened the distance between us and the sinking vessel. Presently, about 2 a. m., as near as I can remember, we observed her settling very rapidly, with the bows and the bridge completely under water, and concluded it was now only a question of minutes before she went and so it proved.

"She slowly tilted straight on end with the stern vertically upwards and as she did so, the lights in the cabins and saloons which had not flickered for a moment since we left, died out, came on again for a single flash, and finally went out altogether.

"At the same time the machinery roared down through the vessel with a rattle and a groaning that could be heard for miles, the wierdest sound surely that could be heard in the middle of the ocean, a thousand miles away from land. But this was not yet quite the end. To our amazement she remained in that upright position for a time which I estimate at five minutes; others in the boat say less, but it was certainly some minutes, while we watched at least 150 feet of the Titanic towered up above the level of the sea and looming black against the sky.

"Then with a quiet, slanting dive, she disappeared beneath the waters, and our eyes had looked for the last time on the gigantic vessel we had set out on from Southampton last Wednesday.

"And there was left to us the gently heaving sea, the boat filled to standing room with men and women in every conceivable dress, above the perfect sky of brilliant stars with not a cloud, all with a bitter cold that made us all long to be one of the crew who toiled away with the oars and kept themselves warm thereby—a curious, deadening bitter cold, unlike anything we had felt before.

"And then with all these there fell on the ear the most appalling noise that human being ever listened to—the cries of hundreds of our fellow beings struggling in the icy cold water, crying for help with a cry that we knew could not be answered. We longed to return and pick up some of those swimming, but this would have meant swamping our boat and further loss of the lives of all of us.

"We tried to sing to keep the women from hearing the cries and rowed hard to get away from the scene of the wreck, but I think the memory of those sounds will be one of the things the rescued will find it difficult to efface from memory. We are all trying hard not to think of it.

"We kept a lookout for lights, and several times it was shouted that steamers' lights were seen, but they turned out to be either a light from another boat or a star low down on the horizon. About 3 a. m. we saw faint lights showing on the sky, and all rejoiced to see what we expected was the coming dawn, but after watching for half an hour and seeing no change in the intensity of the light we realized it was the northern lights.

"Presently, low down on the horizon we saw a light which slowly resolved itself into a double light and we watched eagerly to see if the two lights would separate and so prove to be only two of our boats or whether they would remain together, in which case we should expect them to be the masthead light and a deck light of a rescuing steamer.

"To our joy they moved as one and round we swung the boat and headed for her. The steersman shouted: 'Now, boys, sing,' and for the first time the boat broke into song with 'Pull for the Shore, Sailor,' and for the first time tears came to the eyes of us all as we realized that safety was at hand. The song was sung, but it was a very poor imitation of the real thing for quavering voice make poor songs. A cheer was given next and that was better—you needn't keep in time for a cheer.

"Our rescuer showed up rapidly, and as she swung around we saw her cabins all alight and knew she must be a large steamer. She was now motionless, and we had to row to her.

"Just then day broke, a beautiful quiet dawn with faint pink clouds just above the horizon and a new moon whose crescent just touched the horizon.

"'Turn your money over, boys,' said our cheery steersman; 'that is, if you have any,' he added.

"We laughed at him for his superstition at such a time, but he countered very neatly by adding: 'Well, I shall never say again that 13 is an unlucky number, boat 13 has been the best friend we ever had.' Certainly the 13 superstition is killed forever in the minds of those who escaped from the Titanic in boat 13.

"As we neared the Carpathia we saw in the dawning light what we thought war a full rigged schooner standing up near her and presently behind her another, all sails set and we said: 'They are fisher boats from the Newfoundland bank and have seen the steamer lying to and are standing by to help.'

"But in another five minutes the light shone pink on them, and we saw they were icebergs, towering many feet in the air, huge glistening masses. We glanced round the horizon and there were others wherever the eye could reach. The steamer we had to reach was surrounded by them, and we had to make a detour to reach her, for between her and us lay another huge berg. We rowed up to the Carpathia about 4.30 and were hoisted or climbed up the ship's sides with very grateful hearts.

"We were received with a welcome that was overwhelming in its warmth, and I should like to say here that there is not a member of the Titanic on board who feels capable of expressing in adequate terms his gratitude for the attentions showered upon us by the captain, officers, crew and passengers on board the Carpathia.

"They were called upon suddenly in midocean to receive, they thought, 3000 passengers and crew, and, although this was not to be, they made every arrangement for so doing. Hot meals, blankets and berths were provided for each as they came on board. Clothing and money were supplied individually by passengers. Berths were given up by men who slept on the smoking room floor or anywhere else that a corner could be found.

"The ship has sent off hundreds of Marconigrams free of charge to anxious relatives. The catering arrangements in charge of the purser and stewards have been so admirably organized that it would not be possible to be better served had we been regular passengers aboard our own ship.

"The captain has placed all private messages to friends in front of press messages—in fact he has refused to send any press messages, beyond a bare 20 words to a press association and the names of all those saved, placing the needs of the private passengers of the Titanic in front of any 'copy' for the press; this morning (April 18) a Marconigram from Marconi was on the screen saying no press news was coming through and asking that some be sent by navy boats or Siasconset."

TRAVEL

THE CUNARD STEAMSHIP COMPANY LIMITED

Boston Queenstown Liverpool Fishguard

THE NEW STEAMERS

Laconia.....April 30, 9 A. M.
May 28, June 25, July 23
Franconia.....May 14, June 11, July 9

New York—Fishguard—Liverpool

Mauretania.....April 24, May 22, June 12
*Caronia.....May 4, June 1, June 29
Lusitania.....May 8, May 29, June 19
*Campania.....May 15, June 5, June 26
*Calls at Queenstown.

New York—Medit.—Adriatic

Saxonia.....April 25, June 12, Aug. 1
Pannonia.....May 2, June 20, Aug. 8
Ivernia.....May 16, July 3, Aug. 22

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CARPATHIA DELIVERS SURVIVORS TO CROWD WAITING ON PIER

Makes Record Speed up New York Harbor and Docks Sixty-six Hours After the Work of Rescue

EVERY AID IS GIVEN

NEW YORK—The Carpathia passed Ambrose channel lightship at 6:45 last evening at full speed and entered Ambrose channel, the gateway to New York harbor during a heavy downpour of rain. The great vessel was ablaze with light. The captain was on the bridge, only members of the crew were on deck. These were not lounging about, but were in positions as if awaiting orders. Not a sound could be heard by the men on the newspaper tugs which raced alongside, keeping up with the Cunarder with difficulty. She was hailed repeatedly. There was never any response. At Sea Gate the sea wall was lined with crowds gazing in silence at the vessel with the survivors of the Titanic.

In the middle of the channel the Carpathia raced; there was no slacking of speed right up to within almost speaking distance of quarantine or Staten island. Out into the channel the health officers' boat swung and then the Carpathia slackened speed, her gangway was opened and in a few moments the officers were up the side and on deck, the small craft had dashed off and the big liner continued her way at a clip that seemed to be the limit of her speed.

It was not until the Battery was in sight that there was a reduction of speed but not so much that the headway was noticeably reduced until the Cunarder was well up near the pier at 14th street. No liner, it was said by customs officers, had proceeded up the river at such a speed before. Then came a small army of tugs and, encompassed by them, the rescuing vessel was warped into her pier and the journey from the place where the greatest steamship in the transatlantic passenger service had sunk, was ended.

According to the reports sent out from the time of the first news of the disaster, the Carpathia had picked up the survivors of the Titanic four hours after the sinking of the vessel, or at about 3 o'clock Monday morning. The docking was completed at 9:25 o'clock Thursday night, or 66 hours and 25 minutes after the work of rescue, a wait of nearly three days for the survivors.

The work of tying up to the pier was made difficult by the heavy rain and swift current. Rain had drenched the vessel all the way up the harbor, and before the protection of the shores a heavy wind made the dreariness of the homecoming of the Carpathia more marked.

When the Battery came into view passengers began to pour upon the decks of the Cunarder and when the vessel was made fast a black, surging mass was kept back with difficulty by the crew.

The streets near the pier were blocked off. Inside of the lines were grouped many automobiles, ambulances and patrol wagons in readiness for use. On the pier the surveyor of the port, Gen. Nelson H. Henry, was in charge assisted by deputy surveyors. General Henry had ordered to the dock 150 of the picked men of the service. All issued the same order:

"All must be done to expedite the landing of the survivors."

The relatives of the survivors gathered on the pier early. By direction of the customs men they arranged themselves in the alphabetical sections so there would be no confusion. The customs men were instructed to direct the survivors to proceed to the sections. There were over 500 women waiting.

The New York Stock Exchange sent to the dock $20,000 in small bills to be distributed among those survivors in immediate need. A score of taxicabs was sent over by the Pennsylvania railroad to convey passengers to three special trains held waiting at the station. One of these was secured by Mrs. John G. Thayer, the other by Mrs. George D. Widener, and the third was arranged for by the railroad, to be placed at the disposal of any of the survivors who desired to leave for the South immediately.

J. Pierpont Morgan, Jr., and Charles Steele, both directors of the International Mercantile Marine Company, which owned the lost Titanic, took up a position on the end of the pier where Vice-president P. A. S. Franklin opened offices for the White Star line.

The customs officers held the crowd on the pier back. Ambulance surgeons, accompanied by orderlies carrying stretchers, were hurried to the deck to care for those who were unable to follow the throng.

It was plain from the appearance of the survivors that many had lost their clothing and had been fitted out by the Carpathia's passengers. Clothes did not fit and in many instances women wore sweaters. One wore an opera hat and an old skirt that had several rents in it. She was immediately surrounded by several fashionably dressed women who assisted her from the dock.

Then the labor of taking care of the survivors was begun by the disciplined customs officials. Friends were quickly found when friends were there, and there was an absence of confusion that facilitated the work. The crowds in the street did not diminish but the authorities prevented any disorder or interference with the plans made by General Henry for the comfort of the survivors of the Titanic.

Dr. Henry W. Frauenthal of New York was the first male survivor of the Titanic to step ashore. His beard was neatly combed, his shoes, his coat, his hat, all bespoke careful attention. He nodded, smiling to right and left. He might have been alighting from a ferryboat after a day in Jersey City.

After him came a young woman. Her hair was loosened; her face was flushed and her eyes were swollen with weeping. She wore odds and ends of clothing, picked up from the Carpathia's passengers. She walked straight into the midst of the crowd. Then she stopped. Her hands went out before her. Without a sob, without a cry, she staggered headlong into the arms of an elderly woman who stood waiting, and wilted in a quiet heap upon the floor.

By now the passengers were coming off in streams. Few of them wore their proper clothing. One after another they fell into the arms of loved ones in that same wordless passion of thanksgiving for safety and grief for those who were gone. A babble of questions, answers, cries, sobs and calls arose at once. A little chubby boy baby without its parents and in charge of a nurse, wailed loudly, but on and on went the ever changing scenes of reunion—the numerous disappointments. At last the crowd was gone. The dock was deserted. The Carpathia was asleep. A rain beat upon the pavements outside, and in the rain, the 700 survivors of the Titanic scattered.

Quartermaster Moody of the Titanic, said that First Officer Wilde of the big liner, who was on the bridge when the vessel struck the berg, killed himself. The Titanic was running fully 23 knots an hour, said Mr. Moody, when the collision occurred. There was a haze before the crash. "We struck the 'growler' first and the Titanic simply went over it and broke her back; there was no chance for the compartment doors to close," said the quartermaster. He declared that on the day preceding the Titanic had logged 565 miles.

Edward Wheelton, chief steward of the Titanic, explained the rescue of so many families and men. He said that on the starboard side men were permitted to join their wives. On the larboard side women and children only were permitted to enter the boats. He said that the collision with the iceberg occurred 15 minutes before midnight on Sunday. There had been music and dancing and many passengers were still up. A sudden crash was heard amidship. No commotion followed. Passengers were startled but none seemed to realize what had happened. In half an hour the extent of the result of the collision became apparent. Then the wireless operator began to call for help.

The wireless call was sounded for at least two hours.

Steward Wheelton said he heard Mr. Astor tell his wife he would meet her in New York. He saw Major Butt calmly pacifying men near him who were inclined to be panicky. The last seen of the major by the chief steward the former was standing at the rail looking into the water.

Mrs. E. Z. Taylor, of Philadelphia, said one lifeboat was swamped because it was overloaded. She was acquainted with William T. Stead but did not see him after the accident. There was so little excitement when the collision occurred, Mrs. Taylor said, that some passengers went back to bed.

The same story about lack of excitement was told by N. C. Chambers. The lifeboat he was in was about 400 yards from the Titanic when she went down. Mr. Chambers said the officers assured passengers the big liner could not sink.

Mrs. Candee, of Washington, was in one of the first lifeboats launched. She said she saw Major Butt and Colonel Astor help women into the boats and preserve order.

Louis Finola, of 707 Catherine street, Philadelphia, a steerage passenger, said he put on a life preserver, jumped into the water and after floating around for two hours one of the boats picked him up.

S. V. Silverthorne of St. Louis said that when he realized the magnitude of the disaster, his wish was to get on an iceberg. He jumped overboard and was picked up by a boat.

Dr. J. F. Kemp told of a service held aboard the Carpathia for the dead of the Titanic which was attended by 30 women. Twenty of these were under the ages of 23 and had lost their husbands in the disaster. Most of the women were brides, he declared. Dr. Kemp said few of the women realized the services were being held for their husbands. The women thought they had been rescued. Dr. Kemp declared the Carpathia picked up the bodies of three men and one baby.

Mrs. Elizabeth Robert, of St. Louis, praised the men, but said there was a great deal of crowding at the boats.

Mrs. John Jacob Astor was met at the pier by Vincent Astor, Robert Chanler and William A. Dobbin, secretary to John Jacob Astor. She was assisted into an automobile and taken to the Astor home at 849 Fifth avenue. Mrs. Astor left the automobile and walked into the house unassisted.

That the boats leaving the Titanic were only partly filled and that the male passengers jokingly refused to leave the liner believing it was "unsinkable," was the declaration of Mrs. Elizabeth Nye, connected with the national headquarters of the Salvation Army on Fourteenth street, who was returning to New York from England on the Titanic.

Mrs. Mary Robbins, of Berlin, Ger., passenger on the Carpathia, said she as well as the other women passengers of the Carpathia gave away practically all of their clothing to the women survivors.

How steerage passengers stole to the life boats after the first crash on the Titanic came and tried to hide under the seats, was told tonight by Daniel Buckley of County Cork, Ireland. He, Pat O'Connor and Mike and Pat O'Connel were in the steerage. All ran to the life boats to hide. Officers hauled all of them out. Buckley alone survives.

Mrs. J. J. Brown, one of the survivors said that when the Carpathia appeared in sight, she and another woman picked up the oars and rowed until the liner arrived.

Harry G. Turner, a Carpathia steward, said that many of the bodies could have been recovered if the steamer had delayed, as some were afloat when they got there.

Eleanora Banforth is a survivor whose name has not heretofore been in the list of those rescued.

Colonel Archibald Gracie of Washington, D. C., was met at the pier by his daughter and his son-in-law, Paul N. Fabricius. He said he jumped into the sea just as the Titanic went down. He managed to grasp a rail on the deck above as she settled, but when she plunged he was forced to let go and was whirled around and round, he said, for what seemed an interminable time.

"Eventually I came to the surface to find the sea a mass of tangled wreckage," he said. "I seized a wooden grating and later found a big cork life raft floating nearby. Another man was struggling toward it and I helped him to get aboard it." Thirty persons were saved from the raft. Colonel Gracie declared that the only shot fired on the Titanic was to warn steerage passengers who were tumbling into the lifeboats and restore order. The shot was fired in the air, he said.

Hugh Wootner of London, the eldest son of Thomas Wootner, R. A., a sculptor, was one of those who aided in placing women in the boats. There was still plenty of room in the last boat to leave the ship's side and as all the women had been taken care of he jumped for the boat. He fell short but was pulled aboard. He is now at the Hotel Wolcott.

Lord and Lady Cosmo Duff Gordon and Countess Rothes went direct to the Ritz-Carlton hotel from the pier.

MAJ. BUTT HELPS TO SAVE WOMEN

NEW YORK—"The men behaved bravely," said Charles William Daniels, of Richmond, Va., as he came ashore. Major Butt took charge of one section of the ship in placing the women in the lifeboats. Howard Case was another hero. He installed a system to get the women off. And he saw that the system was followed. I think he was the big hero of the disaster."

As Daniels talked a big gray-haired man strode up and grasped his hand:

"That was my brother, Howard Case. I'm glad to hear he behaved well," the newcomer said.

"There is a chance that he was saved," said Daniels. "We hope that the Californian got there in time to save some."

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WOMAN SURVIVOR OF TITANIC TELLS OF THE LAST HOURS OF SHIP

Miss Caroline Bonnell Says Great Vessel Stood Still in Tracks and Then Gave a Great Shiver

SAW NO CONFUSION

(Written for the United Press by Miss Caroline Bonnell)

(Copyright 1912 by the United Press)

Miss Bonnell with her uncle and aunt, Mr. and Mrs. George D. Wick, her cousin, Miss Mary Wick of Youngstown, O., and her aunt, Miss Elizabeth Bonnell of Southport, Eng., were on board the Titanic. All but Mr. Wick were saved.

NEW YORK—"Well, thank goodness, Nathalie, we are going to see our iceberg at last!"

That—that single, foolish little sentence—was the one thing of all others, that I said to my cousin as the great, beautiful Titanic was shivering beneath her blow.

Nathalie Wick and I were lying in our berths half asleep when the blow came. It was terrific. For a second the whole boat just stood stock still in its swift tracks and then it gave a great shiver all through.

When we got out on to the deck, everything was as calm as an August afternoon. The sea was smooth as glass. There wasn't a berg nor an ice floe in sight. And the sky was just thick with stars. I never saw so many stars in my life as there were that night. The water itself glittered blue with their glow. We had just decided to go back to bed when an officer about came up to us and to another group of people who had gotten up to find out what was the matter.

"Go below and put on your life belts," he said. "You may need them later."

We went down at once and told my aunt and uncle, Mr. and Mrs. George Wick, what we had been told. Uncle George just laughed at us.

"Why, that's nonsense, girls," he said. "This boat is all right. She's going along finely. She just got a glancing blow, I guess."

That's the way every one seemed to think and we went into our stateroom, but in a minute or so an officer knocked at the door and told us to go up on the "A" deck. He said there was really no danger and that it was just a precautionary measure.

When we got on the deck uncle and aunt were there and I went down again to another part of the steamer and got my aunt Elizabeth. When I got back with her, there were crowds of people standing all around. Nobody seemed very excited; every one was talking and it seemed to be the general idea that we would soon be ordered back to bed.

Just then an officer came up to us and said we should go up to the next deck—the boat deck. By that time nearly every one was up. Mrs. John Jacob Astor was there sitting in a steamer chair. Her husband, Colonel Astor, was beside her and her maid was helping her to finish her dressing.

There was no confusion here even yet, although we noticed the boat was beginning to list to the starboard.

Miss Bonnell then goes on to tell of the removal of the women and children into the boats.

And those that were in the lifeboats which were close to the vessel say that the orchestra played till the very last, and that the men went down into the sea singing "Nearer My God to Thee."

In the lifeboats it was terrible. Some of the women had scarcely any clothes on at all, and they suffered greatly with the cold. One woman had white satin slippers and an evening dress on. I don't know whether she had that attire on when we struck or whether, in her excitement, she put it on by mistake.

We were provided with the most miserable little oil lamps I have ever seen. I guess it didn't have any kerosene in it for it kept going out as fast as we could light it with the matches which the steward happened to bring along. We couldn't have seen at all nor signalled had it not been for the fact that one woman had a cane that had a little electric light in the end of it.

As far as I know there was no food or water in the craft, but I will not complain of that for we were the luckiest, I guess, of all the survivors. The other boats all leaked and the women told us afterwards that the water was up to their knees. And that water was below freezing point—31 degrees to be exact!

Miss Bonnell here tells of the long wait for the Carpathia and the transfer to the rescue ship.

It wasn't long before they let down a little wooden seat about two feet long and a foot wide. Men on the deck held the ends of the cables to which this seat was attached. The lifeboat was bobbing up and down on the waves and it was pretty hard to stand up in it long enough to climb out to the seat, but you can wager we all did it!

After we picked up all the lifeboats we steamed again about the scene of the disaster. In among the glassy, towering peaks of ice we threaded our way, seeing a bit of wreckage here and a baby's bonnet or a man's glove there, but no boats, and at noon we turned toward Ambrose lightship—and home!

The distress of the Titanic survivors secured for them every concession from the passengers of the Carpathia. Women and men alike gave up their staterooms to us and slept on the floors of the library and smoking room. Mrs. John Jacob Astor was given one of the best rooms in the cabin and she never emerged from it during the trip.

Every one on the Carpathia was kindness itself. Captain Rostron, the surgeon, the stewards, every one could not do enough for us.

And to think that Nathalie and I wished to see an iceberg all the way over!

STRAUSES REFUSE TO BE SEPARATED AT LAST MOMENT

John Jacob Astor Places Young Wife in Lifeboat and Gives Military Salute as Farewell

MEN JUMP INTO SEA

NEW YORK—C. H. Stengel of Newark, N. J., one of the first passengers off the Carpathia, gave three vivid sidelights on the sinking of the Titanic. According to him J. Bruce Ismay, managing director of the line, was in one of the first boats launched, but gave up his place to a woman with a baby. Mr. Ismay got into the next life boat. Mr. Stengel also said he saw on the deck Isidor Straus and his wife, who refused to be parted, and John Jacob Astor, who had put his wife into a lifeboat and stood on the sinking vessel with his hand raised in a military salute.

Mr. Stengel said the collision of the Titanic with the iceberg was the result of "criminal carelessness." "The ship was going 22 knots an hour when she struck," he exclaimed.

He also said the impact was so terrific that great blocks of ice were thrown on the deck and a number of people were killed when these blocks slid across the decks. The stern of the boat rose in the air, people ran shrieking from below. Women and children immediately rushed to the lifeboats. As fast as possible they were lowered away to the sea. Sailors took the women and hurled them bodily into the boats, tearing them away from their husbands to whom they were clinging.

Mr. Stengel did not confirm a report that men were shot because they tried to push women and children away from the boat. He said he was so far aft that he could not tell. One woman told him she heard a seaman threaten to shoot men who tried to get into the boats. She also told him she heard two shots fired.

Mr. Stengel said 1000 men leaped into the sea when they saw there was no chance for them on board the boats.

"How they died I don't know," he said. "I caught a lifeboat by the gunwale after I had jumped into the ocean. I was dragged on board. There were not enough sailors in the lifeboats to operate them and the women were compelled to pull oars. Some of these women, working at the oars, could be heard shrieking the names of their husbands."

"I can never forget the Strauses," he said. "They had been Darby and Joan in life and they were not separated at the end. The sailors of the Titanic tried to drag them apart. They tried to wrench the aged woman away from her husband, but she refused to let go of him. They finally gave it up. As the boat began to sink and the lifeboats drew away from her we could see the pair standing together arm in arm, Straus bending toward the partner of his declining years."

Mr. Stengel said that Bruce Ismay was in one of the first boats that left the Titanic.

"Mr. Ismay sat in the lifeboat waiting for women and children to get in," said Mr. Stengel. "He did not have long to wait as they were hurled in bodily. There was some shooting I heard afterward, but I don't know anything about it."

"Col. John Jacob Astor kissed his bride good-by as he placed her in the waiting lifeboat," said Mr. Stengel. "Then he drew himself to attention as he stood on the first cabin deck, snapped his hand to his head in a single last salute and was in that position as the lifeboats drew away from the doomed craft."

Colonel Astor, he said, seemed unmoved.

John Jacob Astor was last seen by Philip E. Mock of this city. The Titanic had sunk and Mr. Astor was clinging to a life raft.

"I saw him tossed about in the water and finally cling to a piece of wreckage of a raft, Mr. Mock said. "Then as I watched, he gradually seemed to lose his strength, until at last he slipped back and the water closed over him."

G. A. Brayton of Los Angeles, said: "Henry B. Harris, the theatrical manager, tried to get on a lifeboat with his wife, but the second officer held him back with a revolver. A third-class passenger who tried to climb in the boats was shot and slain by a steward. This was the only shooting on board as far as I know.

"John Jacob Astor went to one of the officers and told them who he was and asked to go in the lifeboat with his wife. The officer told him he could not go in the lifeboat. Astor then kissed his wife good-by and she was put in the lifeboat. Astor said: 'I resign myself to my fate and saluted in farewell.'

"Mrs. Isidor Straus was told that she could go in the lifeboats," said John Clark of Butte, Mont., a nephew of Senator Clark. She asked if her husband could go and when told not, she stood by her husband's side and went down with him when the Titanic went to the bottom."

J. BRUCE ISMAY SAYS THE TITANIC WAS NOT GOING AT FULL SPEED

(Continued from page one)

She was not built by contract, but by commission."

Mr. Ismay then reviewed the early history of the Titanic. When she was laid down, when she was launched and the details leading up to the start of her maiden voyage. He said that the weather had been fine every day after she left Southampton until the mid-ocean crash, with the exception of about 10 minutes when a dense fog encompassed the vessel. He said:

"The accident took place the Sunday night following the Wednesday of her departure. I was asleep in my stateroom at the time. The ship sunk, I am told, at 2:20 o'clock Monday morning. I understand it has been stated the ship was going at full speed when she crashed into the big berg. She never went at full speed. If the weather of Monday and Tuesday had been good it was our intention to go at full speed."

Senator Smith then asked Mr. Ismay to describe what took place after the collision. Mr. Ismay said:

"I lay in my bed a few minutes, not knowing what had happened. I went out on the deck and asked an officer what he thought the trouble was. He said he did not know. I returned to my stateroom, dressed myself and went to the bridge where I met Captain Smith. I asked him what had happened. He said the ship had struck ice, and he feared it was seriously damaged. I rushed down to the office of the chief engineer, and he, too, told me he feared the ship had been seriously damaged. I went back to the bridge and heard the order given to get out the life boats. I assisted in getting them out. I went to the starboard side of the ship, and I stayed until the fourth boat had been lowered, which I understood was the last boat which left the Titanic. I do not know whether the captain stayed on the bridge."

"Did the other officers seem to know the serious condition of the ship?" asked Senator Smith. "I couldn't say. I had no conversation with them."

Dapper and neatly dressed in a black frock coat, with white piping in his vest, the managing director twirled the ends of his military mustache nervously as the senator endeavored to get specific details. His memory was bad in spots. He turned to Vice-President Franklin, who was nearby, several times during his testimony as if expecting support or prompting.

Mr. Ismay said he had a choice suite of rooms on the third deck from the top, near the captain's quarters.

"Did you consult with the captain regarding the ship's movements?" asked Senator Smith.

"No," replied Ismay emphatically. "I want to say this right here. We were not attempting to make any speed records. We did not plan to arrive in New York until Wednesday at 5 o'clock.

"Did you know you were near icebergs?" demanded Senator Smith.

"I knew ice had been reported," admitted Mr. Ismay. "I had never seen an iceberg in my life before. We were traveling the extreme southern route for west-bound ships. I was not cognizant of the proximity of icebergs on Saturday. I did not know that the wireless reported ice warnings on Saturday. But I knew we would be in ice regions Sunday night some time."

"Did you have any conversation with the captain or other officer regarding ice?"

"Absolutely none," replied Mr. Ismay.

Mr. Ismay said the wireless operator sent the "C. Q. D." call for help, but that he sent no message himself.

"Were you on deck when the order to lower lifeboats was given?" asked Mr. Smith.

"I heard Captain Smith give the order in a loud voice," said Mr. Ismay, "then I left the bridge. "I saw three boats lowered. I got in the fourth. People were put into the boats on the deck and the boats were dropped into the water. All the boats were on the upper deck. I don't know how many of the crew were in each boat. There were several in my boat, one a quartermaster.

"'Women and children first' was the order given. It was followed so far as I observed. About 45 passengers were in the boat with me, practically its full capacity. The first three boats were also filled."

"Was there any struggling or jostling or attempts by men to get into the boats?" asked Mr. Smith significantly.

"I saw none, senator," Ismay replied in a lower tone of voice, fiddling nervously with his glasses. "We simply picked the first women we could lay our hands on. I helped put some in myself."

Senator Smith then quizzed Mr. Ismay regarding the report that the women were sent off without any oarsmen and were forced to pull the boats themselves.

"Did you see any lifeboat without its complement of seamen?"

"None that I saw was undermanned."

"It is said that women in the second boat had no oarsmen and were forced to row from 11:30 at night until dawn," Senator Smith said. "Of that I have not knowledge," Mr. Ismay said.

"Did you see any passengers on the Titanic just before she sank?" asked Senator Smith.

"I saw them, but I did not recognize any of them."

"Did you see Charles M. Hays or know the presence of any other prominent American or Canadian on the boat prior to the sinking?"

"I knew Hays was on board, but I did not see him."

Senator Smith then asked what were the circumstances under which he left the Titanic.

"I was immediately opposite the last boat which the sailors were trying to lower. There was unfilled space in the boat. The captain asked, 'Are there any more women?' There was no answer. The captain said, 'There are no more.' There were no other male passengers on that part of the ship. Just before she was lowered I stepped in."

Mr. Ismay said he did not know where the Titanic was struck by the iceberg, but that he had been told it was between the breakwater and the bridge.

"All the men passengers," continued Mr. Ismay, "that I saw were provided with life preservers. When I entered the lifeboat from the starboard side there were no other passengers in sight. I saw no struggle, no confusion. I saw no one jump into the sea from the Titanic. When the lifeboat struck the water we saw a light some distance off and we tried to make it. We were in the open sea in the lifeboat about four hours. There were other lifeboats in that vicinity. We hailed one but got no answer. There were no rafts on board the Titanic. Some years ago the White Star line discontinued their use, considering them unsuited. There were 20 lifeboats on the Titanic 16 wooden and four collapsible. When we reached the Carpathia we walked up on the Jacobs ladder to the deck. I do not know what happened to the lifeboats. I did not look to see after we left the Titanic whether she had broken in two. I did not look to see if there was a panic. After I left the bridge I did not see the captain."

Mr. Ismay was asked if the Titanic had been equipped with her full complement of lifeboats.

"She must have been," he replied, "or else she could not have sailed from a British port."

"There has been a hint," said Senator Smith, "that there had been an explosion before the ship went down."

"I know nothing of it," replied Mr. Ismay. "I would have known, I believe, had such a thing taken place."

He said that had the Titanic struck the iceberg head on in all human probability she would be afloat today.

"The ship was especially constructed so as to float with any two of her compartments full of water. I believe very few ships today would float under these conditions. When we built the Titanic we had these in mind."

CLAIM SURVIVORS OF THE STEERAGE

NEW YORK—Scenes on the Cunard docks on Thursday night when first and second-class survivors of the Titanic were received by their relatives and friends, were reenacted at St. Vincent's hospital today when the third-class or steerage survivors of the Titanic were claimed by friends.

The steerage passengers were kept in the hold of the Carpathia until practically all the passengers had been taken off. Not until this morning were any of their hundreds of relatives and friends allowed to see them. More than 80 per cent were claimed by friends.

CHANGE IN CAR SERVICE

Beginning tomorrow the line heretofore running between Forest Hills and North station via Dudley street station and Back Bay, will be run only between Dudley street station and North station via Back Bay. A new service will be run between Forest Hills and Dudley street terminal, the two lines maintaining the same schedule between Forest Hills and North station as at present.

NEW HAMPSHIRE TICKET NAMED

MANCHESTER, N. H.—At the state convention of the Socialists yesterday the following were nominated, the nominations being subject to referendum confirmation by the party at large: W. H. Wilkins of Claremont and the Rev. J. E. Cross of Nashua for Governor; Michael B. Roth and Edward Guervin for congressmen.

GRANITE CUTTERS AT DINNER

QUINCY, Mass.—About 100 delegates to the national convention of the Granite Cutters International Union attended a dinner given by the three local unions in Hibernian hall, Franklin street, last evening. James Duncan, secretary-treasurer of the international union, was toastmaster.

ABOUT 90 START IN ASHLAND TO BOSTON MARATHON CONTEST

(Continued from page one)

and fast race. Several veterans of these events were among the competitors, including S. A. Mellor of Yonkers, N. Y.; Joseph Forshaw of St. Louis, Sidney Hatch of Chicago, R. A. Fowler of Cambridge and R. F. Piggott of Medford.

Much interest was attached to F. J. Madden of the North Dorchester A. A. He finished second to De Mar last year, despite the fact that it was the first time he had taken part in such a race. He recently made a brilliant showing in the Pilgrim A. A. 10-mile race, and is regarded by many as a decided favorite for the title. The officers in charge of the run are as follows:

Honorary referee—J. E. Sullivan, New York.

Referee—George B. Billings, B. A. A.

Judges at finish—T. F. Riley, J. B. Maccabe, E. E. Babb and G. B. Morison, B. A. A.

Marshal—C. H. Carter, B. A. A.

Clerk of the course—G. H. Hodgkins.

Assistant clerks—W. C. Hynes and D. J. Leonard.

Inspectors—L. M. Stockton, H. W. Hayes, W. H. Fleming, F. R. Peters, A. P. Keith, J. T. McDonald, H. A. Keith, H. P. Wardwell and G. L. Hunter.

Starter and manager—George V. Brown.

NEBRASKA AND OREGON HOLDING THEIR PRIMARIES

OMAHA, Neb.—Voters are expressing their preference today in a state wide primary for nominees for President, Vice-President, United States senator, congressmen, delegates to the national conventions, national committeemen and all elective state offices.

While the presidential primary is only advisory, delegates to the national convention are expected to support the popular choice, and state legislators are to agree to support the popular choice for United States senator.

The names of seven candidates for President appear on the ballots in this order: Republicans, Robert M. La Follette, Theodore Roosevelt, William H. Taft; Democrats, Champ Clark, Judson Harmon, Woodrow Wilson; Prohibition, Eugene B. Chafin.

PORTLAND, Ore.—Direct primaries are on in Oregon today. Preference as to nominations for President and United States senator will be expressed and candidates for congressmen and many state offices will be chosen. Jonathan Bourne, Jr., (Republican) is a candidate for renomination as United States senator.

SHIP CONTROL IS SAID TO BE HELD TO SECURE ROUTES

WASHINGTON—While a witness on Thursday before the Senate committee on interoceanic canals, Edward G. Buckland, vice-president of the New Haven railroad, denied that his company held any improper ownership of the Merchants & Miners Steamship line. He said it owned about 50 per cent of the stock to secure through routes between points in New England and the South.

A petition by the directors of the port of Boston, directed against any Panama canal legislation which would force railroads to relinquish all control of steamship lines, was presented to the House on Thursday by Representative Lindsay of New York.

The Boston officials said that in New England "the connection of steamship lines and their control by railroads is as old as the construction of railroads themselves," and that the proposed legislation would handicap Massachusetts in its commercial activities.

B. & M. ACCUSED BY FRUIT MAN

Charges of discrimination were made against the Boston & Maine railroad by D. P. Sweeney, a fruit auction merchant, at the first hearing held by the directors of the port of Boston and the railroad commission, sitting jointly, yesterday, to investigate and report on conditions which may affect the future development of the port.

He said that the railroad has been discriminating to the detriment of his business. By continued appeals to the railroad commissioners, he said he has been able to carry on his business, but under the recent conditions his business cannot be extended.

MALDEN'S THREE STATION SITES

Special commission appointed in Malden, consisting of members of the Malden city government and the Malden board of trade to select a location for a new central fire station is nearly ready to report. Three locations, one at Ferry street and Eastern avenue, another in Irving street and the other in Middlesex street will be favorably mentioned.

Mayor Farrell has received four offers from business men for the present central fire station property.

ROYAL MAIL LINE PAYS $25,867,863

LONDON—A check for $25,867,863 has just been given by the Royal Mail Steam Packet Company to complete the purchase of the whole fleet equipment of the Union Castle Steamship Company. The Royal Mail now owns more shipping tonnage than any other line in the world, says a London message to the New York Herald.

DAUGHTERS OF VERMONT ELECT

At the annual meeting of the Daughters of Vermont Thursday afternoon at the Vendome these officers were elected: Mrs. Minnie S. Stone, president; Mrs. Eva B. Johnson, secretary; Mrs. Carrie A. Sawyer, treasurer.

The treasurer reported receipts for the year to be $1159, with a balance on hand of $124.

REVOLT IN FEZ

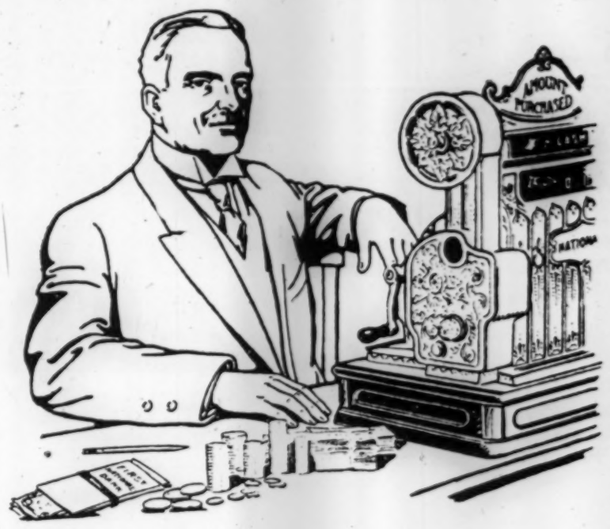
NEW YORK—Confirmation has been received by the French commander-in-chief at Tangier of a revolt of the citizens of Fez, who were joined by mutinous Moorish troops. The outbreak was serious and the efforts of the French troops stationed at the Moorish capital to quell the disturbance have not yet been successful. French officers have been slain in the fighting.

The Sultan is besieged in his palace by the armed populace and the mutinous Moorish soldiers, but despatches received here state that the foreigners are safe. The French troops in the city number 2000, says a Tangier message to the New York Herald.

FRENCH ARMY AVIATOR FALLS

(By the United Press)

PARIS—Lieut. Delaville Avray of the French army aviation corps lost control of his machine today and perished.



Take Care of the Pennies So That the Dollars Can Take Care of You

You lose money because your store system does not show you where every penny comes from and where it goes.

It does not tell you how much money you should have.

It does not protect your money and accounts against mistakes and losses due to thoughtlessness, carelessness or indifference.

A National Cash Register will keep track of every penny you take in or pay out.

You get a correct record of every transaction occurring between your clerks and customers.

All your money and accounts are protected against mistakes and losses.

A National will increase your profits.

Investigation will cost you nothing.

HIGH & HOYT,
National Cash Registers
112 Summer Street, Boston, Mass.

MUSIC

"MIGNON" BY ABORN COMPANY

Presenting the tuneful and popular "Mignon" the Aborn English grand opera company pleased its audience last night at the Boston Opera House. This work of Ambroise Thomas is one that remains a favorite for the reason that it contains so many charming airs. Each of the three acts was well staged, the costuming was effective and appropriate and general detail had received close attention on the part of the managament.

The singers got appreciative applause. The title part was taken by Louise Le Baron. Her acting was no less deserving of praise than her vocal work. She made a charming Mignon and evidenced a well studied conception of the role. The little touches of pathos which the part affords were delicately depicted. Miss Le Baron has a sweet, sympathetic voice sufficiently powerful to fill the house.

Alberto Amati as Wilhelm Meister, sang the role with much expression. He seemed entirely at home in the part and his mellow voice pleased. Wilmot C. Goodwin's rather difficult role of Lothario, the wandering minstrel, was well sustained. Mr. Goodwin has a good voice and knows how to use it to best advantage.

There was sufficient of the bravado about John O'Neil's Giarno, chief of the gypsies, to give the part the proper setting. The singing of Alice Kraft in the role of Filina, a young actress, was one of the hits of the performance. Miss Kraft has a sweet soprano voice and she sang the tuneful airs of the part in a most effective manner. Her voice is not strong but is birdlike in tone. Clifton Webb's Laertes and Zoe Fulton's Frederick were well enacted. Carlo Nicosia was conductor.

EXCHANGE MAY BE NATIONAL

Massachusetts Real Estate Exchange will send these delegates to a meeting in Washington to consider the establishment of a national commercial organization: President John J. Martin, Herbert S. Frost, George F. Washburn, Charles S. Judkins, William J. McDonald and Charles M. Conant. The conference will begin Monday under the auspices of the bureau of manufactures.

CUBA'S GROWTH DESCRIBED

An illustrated lecture on Cuba by Morrill Smith, who made 12 trips to that island, was the feature of the quarterly meeting of the Scots' Charitable Society at Lorimer hall, Tremont Temple, Thursday evening. He described the growth since the Spanish-American war.

ADMINISTRATION WINS VICTORY IN D. A. R. ELECTION

WASHINGTON — Elections by the Daughters of the American Revolution resulted in a victory for the administration ticket, according to the announcement made at the continental congress in session here.

The following were elected vice-presidents general, receiving the vote indicated out of a total cast of 860: Mrs. Charles H. Bond, Massachusetts, 573; Mrs. Laverne Noyes, Illinois, 557; Mrs. George S. Shackelford, Virginia, 556; Mrs. William Libbey, New Jersey, 538; Mrs. Charles F. Johnson, Maine, 531; Mrs. Andrew K. Gault, Nebraska, 513; Mrs. William L. Peel, Georgia, 505; Mrs. R. M. Bratton, South Carolina, 496; Mrs. Charles M. Williamson, Mississippi, 464; and Mrs. William H. Crosby, Wisconsin, 452.

Two honorary vice-presidents general were chosen, Mrs. Charles H. Deere, Illinois, 504, and Mrs. John R. Walker, Missouri, 478. For editor of the magazine Miss E. O. Denniston, Pennsylvania, the only candidate nominated, received 646 votes.

Final disposition was made of the Chalkley manuscripts, which have been a subject of debate among the daughters for years, when it was decided on Thursday to give them to Mrs. Mary S. Lockwood, who, it was said, would publish them under her own name. After having spent $1600 on the manuscripts the daughters decided to give them away.

MALDEN PLANS DISPOSAL PLANT

Plans for the erection of a disposal plant for the city of Malden are being prepared by Frederick Estey, city engineer, and Frank T. Conner, building inspector, as the result of action taken by the city government finance committee and the street and water department. It it proposed to erect a building at a cost of $5000. This plant will take care of the garbage, paper and other refuse.

The proof of the pudding is in the eating.

Burnett's Vanilla

TRAVEL

SOUTH AMERICA
RAYMOND & WHITCOMB CO.
306 Washington St., Boston

FASHIONS AND THE HOUSEHOLD

BLUE PIQUE, WITH EMBROIDERY

Attractive dress for little girl

THERE are so many pretty materials this season for the making of little girls' dresses that it is difficult to choose among them, but the piques are especially lovely and they are peculiarly well adapted to this model. In the illustration the material is pale blue and the trimming is white eyelet embroidery.

The square neck and the short loose sleeves are both fashionable and pretty, and the greater number of girls like them within doors even during the early season, but nevertheless there are many tastes to be considered and the sleeves can be made in three quarter or full length with cuffs and the neck can be made high either with or without a collar.

Again there are many materials that can be used. Linen and pique are fine for the better dresses, but ginghams, chambrays, percale and galatea are admirable for morning wear and the trimming can be the same material braided or embroidered or a contrasting one.

In the back view linen is shown with a little finish of soutache on the yoke and cuffs. In the small view, the dress is shown with round neck and a little embroidery applied over the yoke. All these treatments are desirable and in style.

For the cool days that still remain the dress made with high neck and long sleeves would be pretty for serge or shepherd's check or any material of the kind, and linen and all washable fabrics are charming for the coming season.

The dress is plaited and joined to a lining yoke that is cut without points and the pointed yoke is finished and arranged over the lining. In whatever way the sleeves are finished they are cut in one piece each. The closing of the dress is beneath the box plait at the back and at the left of the yoke.

For the 6-year size will be required 3 yards of material 27, 2½ yards 36, 2 yards 44 inches wide with ⅞ yard 18 inches wide for the belt, yoke and trimming.

A pattern, No. 7373, in sizes from 4 to 8 years of age, can be bought at any May Manton agency or will be sent by mail. Address 102 West Thirty-second street, New York, or Masonic Temple, Chicago.

SLEEVES OF THE NEW FROCKS

Show more fulness and the kimono cut less in favor

BY their sleeves ye shall know them, even though the skirts are free from the new draperies and not unlike in line the more conservative skirts of the winter—and yet it is hard to explain in words just what has happened to the sleeves. On the whole they show more fulness, but the fulness breaks out at different points, and very often is merely a flaring toward the bottom of a short sleeve or a cleverly introduced cuff draping.

The kimono cut has not disappeared, but after several seasons of cries about the downfall of this sleeve cut, there is now for the first time a decidedly emphasized decrease in its popularity. It is still casually used when its character seems best adapted to some bodice arrangement which the designer fancies, but it is distinctly in the minority.

The long shoulder line, preserving something of the kimono outline, is frequently supplied by the dropped armhole seam, the sleeve proper beginning several inches below the shoulder point. Sometimes it flares gradually from that line to the elbow and ends there in frills or caught back cuff. Or it may be fulled to this dropped armhole seam and fall, sheer and soft, to meet a closely fitted cuff reaching from wrist to elbow on the outside of the arm, though probably less deep on the inner arm.

The long sleeve has steadily pushed its way into favor during the past two seasons, and though it never has its best opportunity in warm weather seasons, enough full length sleeves appear among the spring models from the best French houses to make one feel fairly confident that autumn models will play up the long sleeve very emphatically.

In the spring models, the full length sleeve is often of chiffon. This sheer cool material may form the body of the sleeve between a dropped shoulder and a tight deep cuff, but often, too, it is quite plain from normal shoulder line to wrist, with perhaps some little sidewise tucks let in on the inside seam for elbow fulness and some dainty cuff finish at the wrist.

If entirely of silk or other frock material not sheer, the long sleeve may start from a dropped shoulder line, but more often starts smoothly from under a bodice armhole into which it is not sewed. The sleeve is attached to the lining, and the bodice armhole, sometimes of large size, is finished separately and lies smoothly and flatly over the sleeve top. This armhole arrangement is, of course, not limited to long sleeve models, but occurs in connection with short sleeves also.

The cuff finish of the full length sleeve is often dainty and original enough to carry off successfully the severe plainness of the sleeve itself. Soft frills of lace may be set into the outside seam running up almost to the elbow, or little plaited tabs of lace or net may be set in overlapping line on the outside of the sleeve at the wrist. Or perhaps a narrow band or strap confines the slight sleeve fulness closely just above the wrist and dainty embroidered batiste cuffs turn back over the sleeve bottom.—New York Sun.

LATEST MODES SEEN IN PARIS

Pretty costumes in tea rooms and the Bois

FASHIONABLE tearooms in Paris are again crowded and many receptions are being given by the diplomatic circle, writes a correspondent of the New York Press.

An extremely pretty frock was of gorge de pigeon taffeta. Halfway between the knees and the hem is a scroll-like trimming fashioned of shirred taffeta. The bodice was trimmed in the same manner as were the elbow sleeves. The waist line assumed the natural position. A bolero coatee reached to the waist in front and formed a slight point at the back and front. This was bordered with a trimming to correspond with the skirt. A flat hat of black straw, the brim rolling upward at the side, was adorned with shaded, uncurled ostrich plumes.

Very different in style was a cloth suit of bayleaf green. The skirt was rather long and perfectly plain. The charming directoire coat was of heavy corded silk, the same tone as the frock. The directoire collar and cuffs and sash were of green and tan striped ratine. Topaz buttons were used to fasten the coat and to adorn the cuffs.

A distinctive tailor-made gown was of ivory-faced cloth. The directoire coat was cut away in front and had collar, cuffs and belt of black velvet. Large flat buttons of jet were used to trim the coat. A small black hat of hemp braid, with a cluster of white plumes at the side, was worn with this costume.

A pretty frock designed for outdoor wear by Beer is fashioned of white "ninette." This is a new material bound to be popular. It resembles voile and ninon, and is very soft and non-crushable. The gown was simply made, the skirt unadorned save for a band of embroidery. The bodice had a rounded yoke which extended the full length of the sleeves. This was of the embroidery, which also formed the turn-over collar.

Many of the smartest afternoon frocks have girdles and sashes of velvet or satin.

A gown of cream voile had a deep hem, girdle and cuffs of cerise satin.

A cerise frock of mousseline de soie had a girdle of purple satin.

Decidedly chic was a frock by Worth. Blue and old gold plaid taffeta was the material used. Small covered buttons of plain red and a belt of red leather give a delightful touch of color to this pretty costume.

Paul Poiret is showing some stunning hats perfectly flat in shape, with flat round crowns. A frill of lace finished with a narrow band of black ribbon velvet encircles the crown. Underneath the brim are clusters of roses. Another flat, wide-brimmed sailor shape was of white straw. A band of black velvet tied in a flat bow at the side formed the only trimming.

Cape collars of embroidered linen and lace effectively combined are worn with many of the afternoon gowns.

Brilliantly colored small flowers arranged in clusters wreathe many of the prettiest hats.

TRIED RECIPES

APPLE AND CELERY SALAD

PEEL and core well flavored apples, then cut into very thin slices; clean and cut crisp celery into dice until you have a quantity equal to the apple. Mix in sufficient mayonnaise to moisten or use the French dressing if liked. Arrange in individual portions in lettuce leaves, placed in cup fashion, dot the top with mayonnaise, and serve at once. The apples must not stand after peeling as they discolor.

MUSHROOMS IN CHAFING DISH

Wash one pound of mushrooms. Put three tablespoonfuls of butter in the chafing dish. When hot put in the mushrooms, add a seasoning of salt and pepper, then add one cupful of milk. Cover the chafing dish, cook slowly for a few minutes, stirring twice. Moisten one heaping tablespoonful of flour with a little milk, add this to the mushrooms, stir till boiling and serve hot.

SCALLOPED FRUIT CUPS

You can serve fruits in scalloped orange or grapefruit cups, salads in cucumbers scalloped lengthwise, ices in scalloped cantaloupes, and many other attractive ways. Press the fruit firmly on one end of the cutting blade and slowly roll toward the other end. A slight twisting motion will separate the halves. After using, the cutter should be rinsed under a faucet. The blade is made of metal that will not rust.

STUFFED HADDOCK

Take a good-sized haddock, remove the tail, fins and head, and thoroughly dry the fish. Prepare the stuffing of three tablespoonfuls of chopped suet, three tablespoonfuls of bread crumbs, one dessertspoonful of chopped parsley or mixed herbs, one beaten egg and seasoning of salt and pepper. Mix this well together, pack it into the stomach of the fish, sew up the slit with needle and thread, place in a well-greased baking tin, brush it over with egg or milk, sprinkle on a tablespoonful of bread crumbs and bake three quarters of an hour in a moderate oven, basting it occasionally with butter or dripping.—New York Times.

WHIPPED CREAM PIE

One third cup of butter, one cup of sugar, two eggs, one half cup of milk, one and two thirds cups of entire wheat flour, two teaspoons of baking powder. Cream the butter and add the sugar gradually, then the eggs well beaten, milk and flour and baking powder sifted together. Beat well and bake in three-layer cake pans. When cold spread whipped cream sweetened and flavored with vanilla, between and on top. Let stand for at least an hour before serving.

WORTH KNOWING

To prevent fish or meat from slipping through the fingers when cleaning, first dip the tips of the fingers into salt.

• • •

Flatirons will keep bright and smooth by rubbing them over waxed paper before putting them away.

• • •

Discolorations on enamel pans may be removed by filling the pans with water to which a little chloride of lime has been added. Boil this briskly and then thoroughly clean with soap and water.

• • •

To remove verdigris from metal, dip a soft cloth in ammonia and rub the discoloration briskly.

• • •

Deep, slim vases can be easily cleaned by filling with clear hot water and adding small bits of paper. This is shaken vigorously and the paper washes away the sediment.—Washington Herald.

ORANGE DAINTIES

Pour boiling water on oranges and let them stand for about five minutes. The peeling can then be easily removed and the bitter white lining will come off with the peeling. Then cut the orange in two lengthwise. Lay it on a bread board and cut cross ways into thin slices. You now have your oranges in shape to be eaten with a fork. Served in this way an orange is a pleasure for breakfast. "Red sugar," to be bought at any first-class grocery store, sprinkled over oranges makes a pretty confection to serve at either lunch or dinner as an emergency dessert.—Modern Priscilla.

TASTY DISH

For an especially tasty luncheon or supper dish cut the meat left from a roast or boiled fowl into pieces. Have ready a green pepper cut into dice and cook it in two tablespoonfuls of butter until it is tender but not browned, says the New Haven Journal-Courier. Then add a rounding tablespoonful of flour and cook stirring for three minutes. Turn in a cupful and a half of cream, two cupfuls of chicken and a cupful of button mushrooms and heat through over hot water. Serve on toast.

USE SANDPAPER

Keep a piece of sandpaper handy to the sink where the dishes are washed. When a stubborn spot on a burned kettle refuses to move through the aid of a wire dishcloth, use a piece of sandpaper. It is an aid in cleaning a gas stove. Fold a piece over a knife, and you can quickly remove all grease or dried food that sticks to the corners.—New York Press.

THINGS TO DO IN PROSPERITY

Girls should prepare for possible days of adversity

IN times of prosperity prepare for adversity," counseled grandmother. Her three granddaughters looked so amazed at the gravity of her tones that she hastily explained: "I'm not breaking the news of sudden financial ruin, my dears; merely warning you that poverty may overtake any one in this world. Were that to happen to us, what would you do to make a living?"

None of the girls had a reply ready and grandmother supplied it. "You would be forced to enter the ranks of the unskilled laborers, the people who do the hardest kind of manual work and are poorly paid for it. And you would find difficulty in obtaining even that sort of employment because the country is overcrowded with women of all ages who will gladly accept any wage which will pay for food and shelter."

Each granddaughter was dolefully surveying her own small, soft white hands and wondering how much labor she could accomplish with them, but they cheered up as grandmother continued: "If you know how to do one thing really well, you may meet adversity boldly, confident that your work commands the price always awarded to skill. The important thing is to determine what is your chief talent and you won't go far astray if you decide that it is the work which you most enjoy doing. And in that you should perfect yourself, for the task which is most congenial to the worker is always well performed."

She turned toward her eldest granddaughter and directly addressed her: "Yesterday you paid $25 for a spring hat and when it came home you were dissatisfied with it, literally pulled it to pieces and rebuilt it—greatly to its improvement. For the last five years you've treated all of your new hats in the same way and I've often wondered why you did not make them originally instead of paying the milliner for the labor of her high-priced trimmer.

"You are now able to trim a hat, but you cannot take strands of woven straw, a bunch of wire or a strip of buckram and make a fashionable shape, and that is the A B C of the milliner's trade. Had I your talent I would put on my simplest garb and my simplest manner and go as an apprentice. After a spring and autumn season with a busy milliner you should be able to make hats. Then if the time ever comes when you must be self-supporting you can face the world bravely and say: 'I know how to do one kind of work perfectly.'"—New York Herald.

SUMMER PILLOWS AND COVERS

Remnants may be had now to work into them

THE woman who is on the alert for bargains during the spring sales will find many remnants of cretonne and washable materials suitable for making covers for the summer pillows, says the Philadelphia North American.

It is far better to remove the covers of silk and tapestry and replace with washable covers. When fall comes the more elaborate covers are fresh and clean for winter use.

For the bedrooms, sheer linen or lawn covers are practical. Everything should be dainty, clean and cool-looking in the summer.

The pillow may first be covered with a light color to match the decorations of the room. A ruffle edged with narrow lace makes a pretty finish to these pillows. If you desire them to be more elaborate embroider the corners or set in medallions of lace.

For the summer house or hammock, where hard wear is demanded, crash or linen covers are best. These are made perfectly plain, allowing enough material to form a border around the pillow.

When fragrant pillows are desired by women living in the country, sweet grass, rose leaves, blossoms, clover blossoms and new-mown hay may be utilized. After the sweet odor leaves these pillows, it is an easy matter to refill them, if the case is made with a buttoned opening.

Twenty and 22 inches square are good sizes for summer use. The oblong pillow, so popular at present, may be 13 inches wide by 25 inches long.

The lingerie covers should not have too much work upon them. The design should be simple and done with heavy mercerized cotton. Cross stitch, darning, outline and double chain stitch are effective and require very little time to embroider.

Most artistic are the pillow covers of appliqued chintz. When conventional sprays are used, forming the border at either end of an oblong pillow, they are decidedly effective. Apply the designs by a buttonhole stitch or machine stitching. A lovely pillow of this type was of unbleached muslin. Appliqued from the center outward were sprays of pink and yellow poppies cut from chintz.

Gray linen fashioned another pillow cover. Great bunches of purple wistaria were applied to this.

A third cover was of string-colored gingham. Clusters of tiny pink rosebuds dotted this at intervals.

PINCUSHION LIKE SUNBONNET

Other novel ideas for dainty gifts

FOR the woman who is looking for unusual but dainty gifts, here are ideas for pretty ribbon novelties that can easily be made at home, according to the New York Press:

A combined pincushion and needlebook looks for all the world like a miniature sunbonnet. The brim is made of a double piece of flexible cardboard covered with flowered ribbon in blue and white shades.

Both pieces are then whipped together or buttonholed with blue floss silk. Crown and ruffle are of pale blue satin shirred on and caught up with bows of narrow blue ribbon. All around the edge of the crown glass-headed pins are placed convenient for use.

When the little ribbon bow which holds the bonnet together is untied, there are revealed two small pieces of flannel tacked inside the brim; and in these are all sizes of needles, with a darning needle and several long embroidery needles also. It is a dainty gift for the busy needlewoman.

A useful little case is made of ribbon. Just the proper size to slip in your purse or handbag. For this, wide satin ribbon is selected and two pieces of it, with a flat bit of cotton wadding laid between, are stitched together on the edge. On one side, extending almost halfway across, another piece of ribbon is stitched to form a small pocket, into which is slipped a small envelope of rice powder and a soft piece of chamois with which to apply it. A small oblong mirror has its edges bound with ribbon, and is then sewed fast to the other side of the case. Very narrow ribbon encircles the case and serves to fasten it together when folded over, like a little book.

A little doll's head, all dressed up in a quaint poke bonnet, much betrimmed with ribbons and posies, resembles that of grandmother's day, and serves to conceal a ball of string. It is hung by a long narrow ribbon to a convenient place on milady's dresser, or near her desk, where at a moment's notice she can find cord to tie up packages.

The ball of string is of course held in the back of the bonnet, and one end hangs out through a tiny hole, which is buttonholed around with silk. The bonnet is made of brocaded satin over a foundation of cardboard.

For the traveler is a case made of ribbon that folds over, holding six handkerchiefs, protecting them from dust and, best of all, keeping them together. The case is simply a square of wide ribbon fitted with a pocketlike lining, interlined with cotton wadding, which is sprinkled with sachet. Not one of these pretty things is hard to make. All are useful and dainty.

DELICIOUS RHUBARB DISHES

Early vegetable that is a great favorite

IN QUEEN ELIZABETH'S time rhubarb leaves were used as a pot herb and considered superior to spinach or beet greens. Cook in just enough water to cover until perfectly tender, then drain thoroughly and chop fine. Put a tablespoonful of butter in the frying pan and toss the leaves in this until very hot. Season with salt, pepper and a suspicion of nutmeg, mound on a hot dish and garnish with the yolks of hard boiled eggs put through a ricer.

Rhubarb cobbler—Butter a deep earthenware pie dish and fill with rhubarb, unpeeled but thoroughly washed and cut in pieces half an inch long. Add sugar to sweeten, then cover with a rich puff paste, or if preferred a fritter batter of eggs, flour, milk and salt, allowing a large tablespoonful of flour to each egg, a teaspoonful of baking powder to each cupful of flour used and milk to make the right consistency. Pour over the rhubarb which should be slightly heaped in the center and bake until light and brown.

Rhubarb pudding—Put a few thin slices of lightly buttered bread in the bottom of a pudding dish. Moisten slightly with boiling water. Then put in a layer of rhubarb, cut in small pieces. Sprinkle thickly with sugar and gratings of lemon peel, continuing in this order until the dish is full. Put a few lumps of butter on top and bake a golden brown. Serve hot or cold, as preferred.

Rhubarb jam—Allow one pound of sugar and one lemon to each pound of cut rhubarb. Peel the lemons as thinly as possible, taking care not to get any of the bitter portion, and put into a large bowl with the lemon pulp, leaving out the seeds. Cut the rhubarb into inch pieces, put into the bowl on top of the lemon and the sugar on top of the rhubarb. Cover and stand away in a cool place overnight. The next day empty into a preserving kettle and cook slowly with frequent stirring for three quarters of an hour. Take from the fire, cool a little and pack in glasses or earthen cheese-jars. Cover with prepared paper, then seal. This jam is especially nice for the children's fruit sandwiches.

Rhubarb and orange marmalade—Cut two pounds of rhubarb that is plump and tender into inch pieces. Peel thin one half dozen oranges and cut the yellow rind into shreds. Put the orange pulp, shredded peel and rhubarb into a preserving kettle with a pound and a half of granulated sugar and place over a gentle fire. Cook, stirring often until of the required consistency, then turn into jars, but leave uncovered until thoroughly cold. Cover with paraffin.

Rhubarb ice cream—Put up enough rhubarb without peeling to make three pints. Put into a preserving kettle, add a pinch of salt and just enough cold water to cover. Stew until tender, add a pound of sugar, stir until dissolved and strain through a fine hair sieve. When nearly cold add one pint of cream and more sugar, if needed, and freeze.

Rhubarb dumplings—Wash and cut rhubarb in inch pieces and stew with a little more than half its weight in sugar and just a little water. Mix a batter, using two teaspoonfuls of baking powder to a pint of flour, a half teaspoonful of salt and a scant cupful of sweet milk. Drop it by the spoonful into the boiling rhubarb. The result is delicious, eaten hot, with or without cream.—Delineator.

RUBBER MENDED

There is a nice little device for mending the rubber hot water bag, so easily injured if not allowed to dry properly when emptied. The mending implement is dropped inside the bag, worked along from the inside to the spot where the leak has started, pushed partly through the rubber at this point and secured on the outside by means of a small washer and nut, says the New Haven Journal-Courier. These are very inexpensive and are equally useful for mending many other household articles such as tin ware, copper cooking utensils and rubber goods.

WHITE SHOES

White shoes and slippers may be an extravagance—they may be hard to keep clean and expensive to procure, but there is no gainsaying the fact that they are most attractive in warm weather, says the Chicago Inter Ocean. For practical and general wear there are white canvas shoes and slippers, cut on smart lasts and made well. Also of white and easily cleaned are slippers and pumps of linen and these are quite serviceable.

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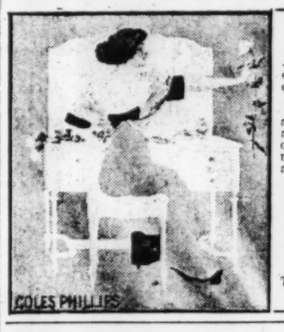

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are thoroughly agreeable to the most delicate skin; are absolutely free from rubber, with its disagreeable odor; can be easily and quickly STERILIZED by immersing in boiling water for a few seconds only. They are preferred by well-gowned women of refined taste.

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EVERY ONE OF THEM SPECIALLY CONSIDERED IN PLANNING THE

MONITOR SATURDAY

Realty Shipping Sailings

REAL ESTATE

Owing to this being a legal holiday there will be no official report of transfers, usually taken from the files of the Boston Real Estate and Auction Board, obtained from the records of the Court House.

For the same reason there is no report published of building permits.

Full reports as usual will be printed on Saturday's issue.

IMPORTANT DOWNTOWN SALE

Word went out to record yesterday afternoon of the purchase of the three-story brick mercantile properties, 7 and 9 Hunt square, occupied by stores on the ground floor and offices in the upper stories. Susan Sherry was the purchaser for an investment. There is a ground area of 2700 square feet, taxed for $118,600, which is included in the total assessment of $121,500. J. T. Linzee and others, trustees, conveyed the title.

FOR BACK BAY IMPROVEMENT

A sale was consummated today on Gloucester street at Jarvis street by which William A. L. Bazeley conveyed to Joseph Siegel 8522 square feet of land upon which the purchaser will at once erect a high-class apartment house to be modern in every respect. This sale is the result of other transactions put through last week by which Jarvis street was definitely located. The broker was Joseph Balch.

LARGE ESTATE, WEST ROXBURY

Through the office of R. S. Barrows, the estate of Samuel D. Smith, 100 Mt. Vernon street, West Roxbury, has been sold to Linda P. Newhall, wife of Henry W. Newhall of Stratford street, West Roxbury. The property consists of the large mansion house and stable, together with 30,000 feet of land. The whole is assessed for $13,300. This has always been considered one of the most attractive estates in this section. It is elevated and views to the south and west are charming. After some repairs are made Mr. Newhall's intention to occupy the estate.

JAMAICA PLAIN SALES

John F. Campbell has sold one of his handsome new cement plaster houses on the Arborway near Jamaica pond, to Eva West, wife of Henry West, assistant treasurer of the Roxbury Institution for Savings. The location is unsurpassed, having a frontage on the Arborway and an unobstructed view of Jamaica pond. The house is not quite complete but when finished Mr. West will occupy. There are 6600 square feet of land taxed for $2600, but the house is not yet assessed.

T. Andrews & Co. of Roxbury were the brokers for the grantee and Robert T. Lewis of Jamaica Plain represented Mr. Campbell.

Through the office of R. S. Barrows, Edward N. Brewer and Eliza Brewer have sold to Helen Loring a desirable lot of land on the westerly side of Orchard street, next south of the estate of William F. Jones, on said street. The lot contains 6044 square feet. It is the intention of Miss Loring to build an attractive cement house in the near future.

Through the same office, Edward M. Brewer and Eliza Brewer have sold to John P. Campbell five very attractive lots on the Arborway and Prince street, Jamaica Plain, making a total of 28,104 square feet. These are some of the best lots in Jamaica Plain, and it is Mr. Campbell's intention to erect some handsome cement houses during this year.

DORCHESTER SALES

Through the office of Myer Dana, Kimball building, Jacob Swartz has conveyed to Louis Shapiro, 89-90 Glenway street, Dorchester, containing 5391 square feet of land, with a one-story brick building which is occupied by six stores. The building is new and is not yet assessed. Mr. Shapiro buys for investment.

Through the same office Louis Shapiro has conveyed to Jacob Swartz 38,560 square feet of land on Claxton street, Dorchester, in two parcels, one containing 22,810 square feet of land with a frontage of 250 feet, at the junction of Callender street, and the other containing 15,750 square feet of land, with a frontage of 200 feet, corner of Irma and Don street; total assessment of the land is $8000, upon which there will be built 10 two-family houses.

The increase in building operations throughout New England since Jan. 1, has been practically $10,000,000 more than any similar period for over 10 years, and fully half this amount is being expended in the metropolitan district of Boston.

The following statistics of building operations in New England were compiled by the F. W. Dodge Company: Contracts awarded to date April 17, 1912, $50,546,000; corresponding period 1911, $40,140,000; 1910, $43,211,000; 1909, $41,425,000; 1908, $19118,000; 1907, $35,922,000; 1906, $27,954,000; 1905, $24,199,000; 1904, $20,000,000; 1903, $24,573,000; 1902, $36,49,000; 1901, $31,362,000.

SONS OF ST. GEORGE PLAN TO PARADE

More than 1400 men will be in line representing the various lodges in Boston at the annual church parade of the Sons of St. George at Trinity church, Copley square, on Sunday afternoon. They will be joined at the church by the Daughters of St. George.

The service in Trinity church following the parade will be conducted by the Rev. Dr. Alxander Mann.

The parade will form on Arlington street, left of Commonwealth avenue, at 3 p. m. and the order will be given to march at 3:15 p. m.

WHAT EDITORS ARE SAYING

EDITORIAL comments presented today deal with subjects of general interest.

DENVER TIMES—President Ripley of the Santa Fe system has given out the prediction that within 20 years all the steam railroads in this country will be run by electricity. It is considered certain that Congress will soon order all the tracks within the District of Columbia to be electrified. . . . The terminals of the New York Central and the Pennsylvania Central in the continent's metropolis are already electrified, and 100 miles of the New Haven, towards Boston, are soon to be double-track electric, carrying heavy trains. The Pennsylvania is planning to electrify its Philadelphia terminals, as well as its main line between that city and New York. While it may be too soon to propose any definite action, it is nevertheless high time for Denver to put on her thinking cap and profoundly consider the momentous electric problem of her immediate future. She has a tremendous supply of "white coal" in her mountain streams that fall in some instances, as much as 5000 feet within a flow of 40 miles. By taking out ditches, or by damming the canons, the whole of this immense fall can be utilized. Instead of foaming over its rocky bed, each stream will descend in a series of stairsteps, each step generating fresh electric power and with it a productivity that, if named in figures, would seem fabulous.

BALTIMORE SUN—The bureau of education ranks Goucher College among the six woman's colleges of the highest grade in the United States—the only one in the South having this distinction. Since its opening in 1888 Goucher has maintained the lofty standard set by its founders, rendering to the entire country an important service in the higher education of women. Attracting students from many states and foreign countries, Goucher, with the Hopkins . . . has made this an educational center. It is too valuable an institution for Baltimore to lose, and the possibility of its removal has called fresh attention to its importance. The college cannot be expected to struggle along with an annual deficit. Local and general support it has a right to expect. Endowment is necessary, and enough should be raised to provide for expansion as well as present needs.

The men who have taken charge of the campaign to raise $1,000,000 know no such word as fail. With assurances of $400,000 from outside sources, $600,000 is to be secured here. Summerfield Baldwin leads the way with $60,000, one-tenth of that amount.

CHICAGO RECORD-HERALD—After studying the subject two years, a subcommittee of the City Club's committee on public education has made a report definitely recommending the establishment of new public school courses or schools to fit boys and girls for the task of earning a living. The need of such education appears in the statistics showing that the city has some 23,000 children between 14 and 16 years of age who are not in school and more than half of whom are idle. These children are likely to grow up unskilled in anything, while there is need of trained workers in many vocations. The board of education has done something to meet the demand for vocational training, and the report welcomes this. It proposes nothing revolutionary, and it shows that "the work in commercial education in Chicago is not designed to meet the special needs of Chicago," and that the business colleges are not doing the needed work. Plainly there is need of the proposed instruction, and the public school authorities should make their plans in the light of this extensive and careful study. As conditions in the United States approach those in the old world, the danger of producing a class of "casual workers," whose members are unable to get permanent employment because they have had no training in anything, becomes serious and must be guarded against.

SAN FRANCISCO EXAMINER—Month by month the time draws near for the opening of the Panama canal. The commercial world of Europe and Asia is aglow with preparations for that earth-changing event. America digs—but takes no thought for the harvest of its own arduous planting. We are creating a waterway that will alter all the long trails of sea travel; we are spending our strength to double the efficiency of the ocean-carrying trade of foreign nations—but we are making no preparations to increase our own carrying trade. The canal will be American—and it now appears that the ships that sail through it will fly every flag but ours. . . . Congress should not adjourn without taking action for the restoration of the long lost ocean-carrying business of the United States. We protect every other staple industry; why should we make an exception of the one industry that involves all other industries, the one industry that gives meaning and use to our great labor at the isthmus?

ATLANTIC AND PACIFIC SAILINGS

This schedule is compiled from advance lists, and is subject to change without notice

Transatlantic Sailings

EASTBOUND

Sailings from New York

Chicago, for Havre	April 20
*Cincinnati, for Hamburg	April 20
*Lapland, for Dover-Antwerp	April 20
Mesaba, for London	April 20
Venezia, for Naples-Marseilles	April 20
*Duca d'Aosta, for Naples-Genoa	April 20
Italia, for Naples	April 20
*California, for Glasgow	April 20
*Rotterdam, for Rotterdam	April 23
Barbarossa, for Bremen	April 23
*Mauretania, for Liverpool	April 24
*La Savoie, for Havre	April 25
*President Lincoln, for Hamburg	April 25
*Saxonia, for Gibraltar-Naples	April 25
*Celtic, for Liverpool	April 25
*Hellig Olav, for Copenhagen	April 25
Uranium, for Rotterdam	April 25
Rochambeau, for Havre	April 27
*Oceanic, for Southampton	April 27
*Kroonland, for Dover-Antwerp	April 27
Sant Anna, for Naples-Marseilles	April 27

Sailings from Boston

Parisian, for Glasgow	April 23
Cymric, for Liverpool	April 26
*Canopic, for Mediterranean ports	April 27
Sannio, for Mediterranean ports	April 27
Laconia, for Liverpool	April 30

Sailings from Philadelphia

Manitou, for Antwerp	April 26
Haverford, for Liverpool	April 27
Ancona, for Mediterranean ports	April 30

Sailings from Portland

Teutonic, for Liverpool	April 20
Ausonia, for Southampton	April 27
Laurentic, for Liverpool	April 27

Sailings from St. John

Empress of Ireland, for Liverpool	April 19
Lake Champlain, for Liverpool	April 25

WESTBOUND

Sailings from Liverpool

Empress of Britain, for St. John	April 19
Canada, for Montreal	April 20
Caronia, for New York	April 20
Arabic, for Boston	April 23
Merion, for Philadelphia	April 24
Baltic, for New York	April 25
Lusitania, for New York	April 25
Megantic, for Montreal	April 27
Franconia, for Boston	April 30

Sailings from London

Minnehaha, for New York	April 25

Sailings from Southampton

St. Paul, for New York	April 20
Kaiser Wilhelm der Grosse, N. Y.	April 24
Olympic, for New York	April 24
President Grant, for New York	April 26
St Louis, for New York	April 27
Prinz Friedrich Wilhelm, N. Y.	April 28

Sailings from Glasgow

Cameronia, for New York	April 20
Numidian, for Boston	April 20
Columbia, for New York	April 27

Sailings from Hamburg

President Grant, for New York	April 25

Sailings from Bremen

Barbarossa, for New York	April 23
Prinz Friedrich Wilhelm, N. Y.	April 27
Kronprinzessin Cecilie, New York	April 30

Sailings from Antwerp

Finland, for New York	April 20
Vaderland, for New York	April 27

Sailings from Havre

France, for New York	April 20
La Bretagne, for New York	April 20
La Provence, for New York	April 27
Niagara, for New York	April 27

Sailings from Rotterdam

New Amsterdam, for New York	April 20
America, for New York	April 23
Hamburg, for New York	April 25
Noordam, for New York	April 27
Cretic, for Boston	April 28
Lazio, for Boston	April 30
Verona, for New York	April 30

Sailings for Trieste

Oceania, for New York	April 27

Sailings from Fiume

Ivernia, for New York	April 20

Sailings from Copenhagen

C. F. Tietgen, for New York	April 25

Transpacific Sailings

WESTBOUND

Sailings from San Francisco

*Sierra, for Honolulu	April 20
*Tenyo Maru, for Hongkong	April 24

Sailings from Seattle

*Kanakura Maru, for Hongkong	April 23

Sailings from Tacoma

*Chicago Maru, for Hongkong	April 30

Sailings from Vancouver

Talthybius, for Hongkong	April 27

EASTBOUND

Sailings from Hongkong

Awa Maru, for Seattle	April 23
China, for San Francisco	April 23
Manchuria, for San Francisco	April 30
Panama Maru, for Tacoma	April 30

Sailings from Yokohama

Shinyo Maru, for San Francisco	April 20
Korea, for San Francisco	April 23
Wilhelmina, for San Francisco	April 24
Sanuki, for Seattle	April 24
Bellerophon, for Tacoma	April 27
Siberia, for San Francisco	April 27
Shinyo Maru, for San Francisco	April 30

Sailings from Honolulu

Aorangi, for San Francisco	April 27

*Carries United States mails.

FOREIGN MAIL DESPATCHES FOR WEEK ENDING APRIL 20, 1912

Mails for—	Conveyed by Steamship—	Mail closes at Boston P. O.	Supple. Mail closes
Costa Rica, via New York and Port Limon	Limon	Fri., 19... 9 p.m.	——
Europe, Africa, West Asia and East Indies, via Plymouth and Cherbourg	Titanic	Fri., 19... 9 p.m.	11 p.m.
Germany, letter mail only, two cents per ounce, specially addressed for Europe, Africa, West Asia and East Indies, via Plymouth, Cherbourg and Hamburg	Cincinnati	Fri., 19... 9 p.m.	10 p.m.
Newfoundland, via Halifax	A. W. Perry	Sat., 20... 11 a.m.	——

Letters for Germany paid at the rate of two cents per ounce will be forwarded only on direct steamer from New York to Hamburg or Bremen.

Registered mails for Europe, Africa, West Asia and East Indies close Monday, Tuesday and Wednesday at 8:45 p. m., and Friday at 10 a. m., for other countries mails close 45 minutes earlier than time shown above.

Newfoundland, except parcels post, via North Sydney, N. S., thence by steamer, closes daily except Saturdays 5:30 p. m., also on Mondays, Wednesdays and Fridays at 7 a. m.

St Pierre and Miquelon, via North Sydney, N. S., thence by steamer, closes at 5:30 p. m., April 14 and 28, and 7 a. m., April 15 and 29.

Parcels post for Newfoundland are forwarded only on direct steamers from New York and Philadelphia to St. Johns.

Parcels post for Labrador can only be forwarded on direct steamers from New York and Philadelphia to St. Johns between July 1 and Oct. 1.

Mails for Cuba, rail to Florida, thence by steamer, close daily at 12 m., 4 and 9 p. m.

Mails for Cuba, specially addressed, close at this office Wednesday and Friday at 9 p. m. forwarded on direct steamers sailing from New York Thursday and Saturday.

All steamers take specially addressed correspondence.

Parcels post mails for Jamaica and Costa Rica close one half hour earlier than the closing time shown above.

Parcels post mails for Great Britain and Ireland close Tuesday at 5 p. m., and Friday at 10 a. m.; Germany, Monday and Wednesday at 5 p. m., and Friday at 10 a. m.; Italy, Wednesday at 5 p. m., and Friday at 10 a. m.; Norway, Sweden and Denmark, Wednesday, April 24, at 5 p. m.

TRANSPACIFIC MAILS FORWARDED OVERLAND DAILY

Mails for—	Conveyed by steamship—	Via—	Mail closes at Boston P. O.
Hawaii, China, Japan, Korea and the Philippines	Tenyo Maru	San Fran.	April 19..6 p.m.
China, Japan, Korea and the Philippines	Monteagle	Vancouver	April 26..6 p.m.
Tahiti, Marquesas, Cook Islands, New Zealand, Australia, except West, which is forwarded via Europe	Manuka	San Fran.	April 26..6 p.m.
China, Japan and Korea, specially addressed only	Chicago Maru	Tacoma	April 26..6 p.m.
Hawaii, China, Japan, Korea and the Philippines	Persia	San Fran.	April 29..6 p.m.
Hawaii, Guam and the Philippines	U. S. Transport	San Fran.	May 1..6 p.m.
Hawaii, Samoan, Fiji Islands, New Zealand and Australia, except West Australia, which is forwarded via Europe	Marama	Vancouver	May 10..6 p.m.

Supplementary mails to insure forwarding must be dropped in receptacles marked "Foreign."

Merchandise for the United States postal agent at Shanghai or Japanese parcels post cannot be sent via Canada.

North Manchuria is forwarded via Russia instead of Japan.

SHIPPING NEWS

PORT OF BOSTON

Arrived

Str A W Perry (Br), Hawes, Halifax, N S.

Str Boston (Br), Simms, Yarmouth, N S.

Tug Waltham, McConnell, Norfolk, twg bgs Cienfuegos and Havana.

Cleared

Str Boston (Br), Simms, Yarmouth, N S.

COASTWISE TRAFFIC

DELAWARE BREAKWATER, April 18—Psd out, strs Brilliant, Philadelphia for Amsterdam; Loveland, for Preston.

MARCUS HOOK, April 18—Psd up, schrs D. E. Rivers, Strong, Perth Amboy for Philadelphia; Thomas S. Dennison, Brown, New York, in tow tug Atkins Hughes.

REEDY ISLAND, April 18—Psd up, str Tuscan, from Boston for Philadelphia; tug Asa W. Hughes, twg bge Pure Oil Co No 3.

Psd down, tug Swatara, from Philadelphia, twg bgs Manatawney, for Gloucester, Wisconsin for Portland, and St Nicholas for Brookline.

BALTIMORE, April 18—Arrd, strs Newton, Boston; Transportation. Psd down Sparrows Point, sch Addie M Lawrence, Wormell, for Portland; tug Piedmont, from Baltimore for Boston with bg Nos 9, 14 and 15.

CAPE HENRY, April 18—Psd in, str Dorchester, Boston for Newport News and Baltimore.

FASTNET, April 18—Psd, strs Bristol City, New York for Bristol; Manchester Mariner, St John, N B, for Manchester.

PHILADELPHIA, April 18—Cld, strs Hannover, Galveston; Gretavale, Havana.

LYNN, April 18—Arrd, bgs Bear Creek, Perth Amboy; Upton, South Amboy; Tamaqua, Elizabethport.

SALEM, April 18—Arrd, bg Bessie, Newport News.

MAGDALENA BAY LAND INVOLVED IN MAINE SUIT

PORTLAND, Me.—Alleging the Chartered Company of Lower California is indebted to him for $5,000,000, Judge George F. Gould, as attorney for Wilbur F. Lakin of Quincy, Mass., has filed a bill in equity against that company in the supreme court.

The company owns 4,000,000 acres bordering on Magdalena bay and under the jurisdiction of Mexico. Two years ago a majority of the stockholders formed a corporation and have been negotiating for the sale of the property.

The federal authorities are said to be investigating a report that these persons are representatives of the Japanese government, which wished to secure it for a coaling station.

IMPROVEMENT IN MELROSE FAVORED

Melrose aldermen's highway committee met Friday night and voted to recommend the purchase of the Benson or Littlefield ice houses in Main street, opposite Porter, for $6500. The finance committee will also take action.

The acquirement of these houses, asserted for $7170 with the land, 38,000 square feet, will be done through the efforts of John C. F. Slayton, who secured the options on the property.

GEN. MILES IN BOSTON TO ADDRESS LIBERTY GUARDIANS MEETING

Lieut. Gen. Nelson A. Miles, retired, U. S. A., is in Boston today to speak at the meeting of the Guardians of Liberty in Tremont Temple. Charles D. Haines, former congressman, of New York, arrived direct from Florida and with the Rev. Dr. Augustus E. Barnett of the Church of the Redeemer of Philadelphia, will also address the meeting.

Temporary officers of the Massachusetts court or division were elected at an executive session today. Permanent officers will be elected later after the state organization is perfected.

Maj. Gen. Daniel E. Sickles and Rear Admiral George W. Baird, officers of the national court, were unable to attend the meeting today.

"The Guardians plan to have 1000 or more courts all over the state organized by fall," said Robert J. Long, state deputy for Massachusetts today. "A large number are at present organized or under way and delegates from many cities and towns are to be present at the mass meeting today. The general movement is spreading all over the nation, appealing especially to the independent voters of the country, who would stand togther for a presidential candidate as a man of proven character and firmness, unapproachable by any special interest, regardless of party affiliation."

For the guidance of its members the following declaration of principles has been announced:

"We, the members of the order of the Guardians of Liberty, in national convention assembled, impelled by the conviction that the greatest treasure possessed by the citizens of these United States is that of civil and religious liberty, and with an earnest intent to encourage and promote a deeper, stronger and more active loyalty to the fundamental ideas of the founders of this republic, do declare the following to be our declaration of principles:

"1—We unite as a non-sectarian, nonpartisan moral force, to promote pure patriotism and a sacred regard for the welfare of our country. It is our belief that every citizen should hold sacred his civil duties and responsibilities, and it is our desire and purpose that every office of the nation, state and municipality, shall be held by men of ability, integrity and pure patriotism. We hold that no citizen is a true patriot who owes superior temporal allegiance to any power, above that of his obligation to the principles of the constitution of the United States.

"2—As the fathers established, so are we resolved to maintain, the complete separation of church and state.

"3—We deny the right of any political or ecclesiastical organization to manipulate or control the sovereign citizenship of our people, or to dispose of their rights and privilges for political office or power, and we are determined that every citizen shall exercise those rights and privileges unmolested, answerable only to his conscience and his God.

"4—We unite to protect and preserve the free institutions of our country, especially our public educational system, against any foreign or menacing influence and we particularly protest against the diversion of any public funds or lands to any religious purpose whatever."

DARDANELLES FORTS DRIVE BACK ITALIAN SHIPS WITH DAMAGE

NEW YORK—A despatch to the New York Herald from Constantinople says it is officially announced that 27 Italian warships bombarded the forts Kilid-ul-Bahr and Sedd-ul-Bahr at the entrance of the Dardanelles for two and a half hours on Thursday. They then withdrew.

It is reported that in the return fire from the forts a shell struck and damaged one of the warships.

The Porte has proclaimed a blockade of the Dardanelles.

The Sultan of Turkey, in his speech at the opening of Parliament, referring to the war in Tripoli, said:

"We desire peace, but that peace must be on the condition of an effective and integral maintenance of our sovereign rights."

In a London message, Mr. Lloyd George, the chancellor of the exchequer, is said to have informed the House of Commons that a despatch from the British ambassador at Constantinople stated that the Italians had attacked the outer forts of the Dardanelles.

WASHINGTON, D. C.—An official despatch from the Turkish foreign office to the Turkish embassy here says four large Italian warships, accompanied by torpedo boat destroyers, have attacked the Turkish fort off Koumakale, at the entrance to the Dardanelles.

The fort returned the fire and one of the battleships received severe injuries, causing her to leave the fighting line. After three and a half hours' fighting the Italian vessels were repulsed.

COURT ADJUDGES CONTEMPT

Judge Dodge in the United States district court Thursday adjudged Warren B. Wheeler and Stillman Shaw in contempt for not producing the books and papers of the Wheeler & Shaw, Inc., before the federal grand jury on summons. They were released from custody upon giving bond to appeal.

WHAT STUDENTS ARE DOING

AGRICULTURAL MEN ADVANCE PLANS FOR RURAL CONFERENCE

AMHERST, Mass.—Plans are well under way for the annual conference on community development at the Massachusetts Agricultural College; on account of the omission of the 1912 summer school the conference will be held June 28 to July 3 inclusive, which is about a month earlier than usual.

Five-day programs will be furnished by the state board of education, the Massachusetts Civic League, the Federation of Churches, the county work of the Y. M. C. A. and Y. W. C. A., the state library commission, the state board of health, and the New England Home Economics Association.

As in past years, the afternoons will be given up to general conferences. Some of the subjects to be considered this year, are: The immigrant in the rural community; the survey idea in rural life; the civic conditions of rural communities, and women's work in rural regions.

Sunday, June 30, will be given over to several meetings dealing with the country church. Bishop Williams, of the Episcopal diocese of Michigan, will be the principal speaker.

The state library commission has arranged for a two-day library institute just previous to the conference.

Eminent speakers are being engaged for the evening meetings. The rural social service exhibits will again be a feature of the conference this year.

BROWN UNIVERSITY

PROVIDENCE, R. I.—A portrait of James B. Angell '49, now president emeritus of the University of Michigan, has been given to the John Hay library at Brown University by his sister.

Frederic H. Guild '13, Herbert F. Osteyee '13 and Richard D. Robinson '13 have been elected news editors of the Brown Daily Herald. The election of a managing board will be held next month. Herbert E. M. Medbury of this city and William B. Noyes of Beaver Dam, Wis., have been elected associate editors.

NEW HAMPSHIRE COLLEGE

DURHAM, N. H.—Dr. F. N. Seerley of Springfield training school addressed more than 100 students at New Hampshire College recently under the auspices of the Christian Association.

At the recent meeting of the trustees of the college it was voted to appropriate sufficient money to purchase a strip of land formerly owned by the Boston & Maine railroad passing through the campus.

WESLEYAN UNIVERSITY

MIDDLETOWN, Conn.—A. R. Robertson '12 of Springfield, Mass., has been chosen Wesleyan University representative to the New England intercollegiate Oratorical contest to be held at Brown University May 2. His subject is "The Trusts and the Nation." R. W. Eaton '12 of Westfield, Mass., whose subject is "The Mission of Grover Cleveland," was chosen as alternate.

Wesleyan freshmen will debate the own freshmen on April 25 in Memorial chapel on "Woman Suffrage," the home team supporting the negative.

An interfraternity baseball league has been started, and will continue for the next six weeks.

BOSTON HAS 7000 MORE VOTERS

More than 7000 names were added to the Boston voting lists by the canvass of the police department which has just been completed. The total is 214,172, which is 7347 more than last year's police list of 206,825.

BOWDOIN COLLEGE BEGINS MOVEMENT TO ORGANIZE CLUB

BRUNSWICK, Me.—There is a movement on foot for the organization of a club among the non-fraternity men of Bowdoin College, and a committee has been appointed to confer with the faculty as to the advisability of such a club. The committee from the non-fraternity men is made up of H. L. Bryant '12, H. A. Andrews '12 and R. E. Hubbard '14.

The new editorial board of the Orient, the college weekly, has changed the day of issue, the paper now appearing on Tuesday instead of on Friday as formerly.

STUDENTS ASSIGN SPRING ELECTIONS AT SYRACUSE, N. Y.

SYRACUSE, N. Y.—Spring elections at Syracuse University will take place May 6. The following day will be observed as moving-up day, when each class moves up into the seats in chapel of the preceding class. The seniors wear their cap and gown until graduation.

Senior week will be held between the first and second semesters instead of during college work.

VASSAR COLLEGE

POUGHKEEPSIE, N. Y.—Recipients of fellowships at Vassar College for next year have been announced as follows: The Mary Richardson and Lydia Pratt Babbitt fellowship, Nina Raynor, '05; the Vassar Students Aid Society fellowship, Mabel Palliser, '10. The four nonresident graduate scholarships, Anna Blake of Cleveland, O.; Mary Hurlbutt of Stamford, Conn.; Elizabeth Kittredge of Vineyard Haven, Mass., and Helen Lockwood of Rochester, N. Y., all of the senior class.

UNIVERSITY OF MAINE

ORONO, Me.—By the new ruling of the faculty at the University of Maine to take effect with the opening of the fall term, all social affairs participated in by men and women and under the management of students at the university shall be held subject to the approval of the committee on social affairs, and shall occur only on Friday or Saturday evenings or on evenings preceding vacations or holidays.

SMITH COLLEGE

NORTHAMPTON, Mass.—The progress of President Burton's million dollar campaign at Smith College amounts at present among the student body to $5429. More has been pledged and it is hoped that by June the full millions will be completed.

President Burton has announced that by vote of the faculty, each student of Smith College will hereafter receive a definite statement of her grade in the courses she is taking. This will take effect beginning next fall.

VERMONT ACADEMY

SAXTONS RIVER, Vt.—The annual dinner of the New York Alumni Association of Vermont Academy will be held at Murrat's tomorrow. Principal Lawson will represent the school at the dinner.

Mr. Taylor, associate principal, will be one of the guests at the dinner of the Yale University Vermont Club at New Haven this evening.

UNIVERSITY OF MINNESOTA

MINNEAPOLIS, Minn.—Capt. Harry H. Tibbetts of the general staff of the war department will be here on May 26 to inspect the University of Minnesota cadet corps.

The bulletin for the summer session—June 14 to July 26—has been issued by Dean James of the educational department. About 80 courses have been arranged in languages, literature, mathematics and education.

Over $100,000,000 Has Been Invested in the Motion Picture Business

Read tomorrow's local editions of The Christian Science Monitor for a good article on the history of the development of the motion picture theater. This article will take you "behind the scenes" and tell you many interesting facts.

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BAY STATE NEWS BRIEFS

QUINCY

Mayor Stone has called a special meeting of the city council Monday evening to act upon the annual appropriation order, and one establishing a uniform system of auditing accounts and numerous other undertakings.

The Wollaston Cooperative Bank has elected: President, Herbert T. Whitman; vice-president, Frederick H. Bishop; secretary and treasurer, Herbert W. Pinkham; directors, Charles W. Bailey, Abner L. Baker, Clifton H. Baker, Frederick H. Bishop, Sidney F. Copeland, Amos T. Leavitt, Charles A. Macfarland, Arthur Murphy, Nathan G. Nickerson, Albert G. Olney, Herbert W. Pinkham, Walter S. Pinkham, Rufus W. Poole, Frederick B. Smith, George E. Thomas, George Weston, Herbert T. Whitman, Charles F. Wilde, George D. Woodbury and Charles S. Adams.

MILTON

Date of the celebration of the two hundred and fiftieth anniversary of this town has been set as June 11. The committee in charge of the affair has selected Nathaniel Kidder as chairman and John Alden Lee as the secretary. The program includes sports, band concert and literary exercises.

Milton is awaiting the opening performance of "Pinafore" tomorrow evening in town hall for the benefit of St. Michael's building fund. All the principals are singers of prominence who have had experience in amateur theatricals. Among some of them are Courtney Guild, Lincoln Bryant, George E. Hills, Howard W. Brown, Walter Jackson, Florence Kimball, Josephine Griffith and Harriet E. Whittier.

MALDEN

The street and water department is contemplating purchasing two automobiles for the use of Clarence A. Perkins, superintendent of streets, and Assistant Superintendent Shepard.

O. B. Hall has had plans drawn for a two-story brick business block at Pleasant and Commercial streets and the Boston & Maine railroad tracks. There will be six stores on the street floor.

WHITMAN

The honors for commencement at the high school have been assigned as follows: Valedictory, Miss Marion Brown; salutatory, Miss Beatrice Reed; essays, Misses Annie McKinnon and Jessie Custilow; dialogue, Miss Helen Ransom, Frank Vigeon and Frank Kane. The business commercial department will present a sketch entitled "A Glimpse Into a Boston Office."

EAST BRIDGEWATER

Members of Colfax lodge, I. O. O. F., attended the ninety-third anniversary celebration in New Bedford on Thursday. They made the trip in a special car.

RANDOLPH

The annual reunion of company D, Fourth Massachusetts Regiment Association, takes place in Grand Army hall this afternoon and evening.

STONEHAM

Edgar L. Patch, John Walsh, Clarence W. Houghton, Bernard H. Cogan, William D. Brackett, Charles Baldwin, O. W. Richardson, William H. White and Hugh Hamill have been appointed by the selectmen as a town finance committee. The selectmen have also named Robert H. Richardson as town counsel.

The Red Men have appointed W. R. Sleeper, L. D. Tarbett, W. F. Corcoran, I. E. Bumpus and J. A. Forbes as a committee to plan for an entertainment and social next Wednesday night.

MIDDLEBORO

The installation of officers and banquet of the B. P. O. E. lodge recently formed in this town will be held at the Fall Brook Farm on April 23. Arrangements will be in charge of Bourne Wood, exalted ruler.

Luke F. Kelly has been appointed clerk of the district court by Governor Foss. He is a graduate of the local high school in 1901, and is now attending Boston University. He is a registrar of voters.

WINCHESTER

Arrangements are being made for the holding of a mock town meeting by the deliberative assembly May 21. A committee was named at a meeting in the high school library last night to conduct the affair. Prominent town officials will be in charge.

The county commissioners have under consideration a petition from Burton C. Caldwell and others for the straightening and widening of Pond street.

ARLINGTON

The new officials of the Charles V. Marsh Camp 45, Sons of Veterans, are: Commander, Harvey H. Bacon; senior vice-commander, I. Waldo Floyd; junior vice-commander, Fred D. Ennis; secretary, O. J. Sebolt; treasurer, William A. Stevens; guide, Clifford Ross; color guard, J. J. Hurley; inside guard, E. H. Griffin and outside guard, Clarence Amazeen.

MEDFORD

The new police motor patrol has been placed in commission and had its first official trip Thursday. Four patrolmen are learning to run the machine.

The new Osgood school on Fourth street is nearly completed and will probably be turned over to the school board the first week in May. The new Curtis building in Paris street will be ready to be turned over to the committee June 1.

EVERETT

Everett grange met Thursday evening when an entertainment was given by members, those taking part being Miss Anna J. Caton, Clinton E. Ross, Isabelle A. Wheeler and Frank T. Marston.

ABINGTON

Old Colony commandery K. T. is holding its annual Patriots day conclave in Masonic hall today. The temple and red cross degree will be exemplified.

ARMY AND NAVY NEWS

Army Orders

First Lieut. I. C. Brown is relieved from duty at Ft. Lawton, Wn., and will report to medical superintendent, army transport service, Ft. Lawton, Wn.

First Lieut. J. C. Dougherty is relieved from duty at Ft. Bliss, Tex., to take effect at such time as will enable him to comply with orders.

First Lieut. W. F. Pearson, twenty-third infantry, will proceed at once to Ft. Slocum, N. Y., and report to the commandant of recruit depot.

Leave for one month granted Maj. W. L. Kenly, fifth artillery.

First Lieut. W. P. Boatwright, C. A. C., will proceed to Reed Hospital, D. C.

Maj. W. H. Tschappat, ordnance department, is detailed as professor of ordnance and science of gunnery at the U. S. Military Academy.

Navy Orders

Lieut. (junior grade) J. B. Howell, detached school marine engineering, naval academy, Annapolis, Md., to Union iron works, San Francisco, Cal., connection fitting out the Fl and command when commissioned.

Chief Boatswain J. P. Judge, detached command the Tecumseh, to command the Patuxent.

Chief Boatswain Frederick Muller, detached command the Patuxet, home, wait orders.

Chief Boatswain H. P. Rahbusch, to command the Tecumseh.

Chief Boatswain C. J. Cooper, detached naval training station, Newport, R. I., to naval code depot, New London, Conn.

Boatswain J. B. Hupp, orders April 8 revoked.

Chief Gunner F. H. Whitney, detached navy yard, New York, to the Alabama.

Chief Gunner W. T. Baxter, to naval torpedo station, Newport, R. I.

Chief Gunner Mons Monssen, to navy yard, New York.

Chief Machinist H. E. White, detached the Pennsylvania, to New York Shipbuilding Company, Camden, N. J., connection fitting out the Arkansas and on board when commissioned.

Movements of Naval Vessels

Arrived—Louisiana at Norfolk, Chauncey at Chinkfang, Barry at Nanking, North Carolina at Portsmouth, N. H.; Glacier at Honolulu, Florida at navy yard, New York; North Dakota at Tomkinsville, Sylph and Tecumseh at Washington, San Francisco at Norfolk, Castine, Reid, Flusser, Preston and Smith at Hampton Roads, Mayflower and Dolphin at Washington, Mississippi, C-2, C-3, C-4, C-5, D-1, D-2, D-3, E-1, E-2 at Lynn Haven bay.

Sailed: Marietta, from Portsmouth, N. H., for navy yard, New York; Dixie, from Guantanamo for navy yard, New York; Patterson, Ammen, Burrows, Monaghan and Trippe, from Guantanamo for Boston; Florida, from Tompkinsville for navy yard, New York; Washington, from Piney Point for Philadelphia; Nebraska, from Hampton Roads for New Orleans via Key West; Reid, Flusser, Preston, Smith and Roe, from Norfolk for Hampton Roads; Patapsco, from Norfolk for Tangier sound; Nashan, from Shanghai for Nagasaki; Mayflower and Dolphin, from Washington yard to Washington city; Yorktown and Prometheus, from Panama for San Jose de Guatemala.

Navy Notes

The Illinois was placed in commission in second reserve at the navy yard, Boston, Mass., April 15, 1912.

The Mackenzie was placed out of commission at the navy yard, Charleston, S. C., April 15, 1912.

AT RAILROAD TERMINALS

A first class New Haven railroad special train with a party of Scottish Rite Masons aboard is due in South Station from Fall River at 5 o'clock this evening. The party will return tonight at 10:15.

Special trains from South station today were run by the New Haven road for the Appalachian Mountain Club to North Scituate at 9:12 a. m., United Boys' Brigade to Brockton at 9 a. m., Odd Fellows en route to New Bedford at 9:05 a. m.

Kearsarge lodge of Odd Fellows, en route to Schenectady, N. Y., today left South station at 8:25 a. m. on a special Boston & Albany train of four vestibule cars.

SCHOOL BUYS DORMITORY SITE

FLORENCE, Ala.—The state normal school has purchased valuable property recently, both in houses and lands, some of the land having brought a bale of cotton to the acre last year. It is proposed to build a dormitory. The college now owns about 20 acres of land. The recent purchase cost $112,500. Mr. Leavitt of New York, landscape engineer, since the purchase has been made public, will submit plans for the new dormitory.

Classified Advertisements

RATES—One insertion, 12 cents a line, three or more insertions 10 cents a line. Telephone your advertisement to 4330 Back Bay, or, if preferred, a representative will call on you to discuss advertising. Advertisers may have answers sent care of New York Office, Suites 2092-2093 Metropolitan Bldg., 1 Madison Ave., or Chicago Office, 750 People's Gas Building, Michigan Ave. and Adams St.

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HOMESEEKERS AND INVESTORS—We furnish free information concerning the various products of California, land values, opportunities for investment and other data desired; all inquiries cheerfully answered. PACIFIC HOMESEEKERS' BUREAU, Herman W. Hellman bldg., 4th and Spring sts., Los Angeles, Cal.

ALFALFA AND FIGS—Merced county, San Joaquin valley. This district proved finest in the state for alfalfa and fig culture. Land for sale in large or small tracts. Write for literature and prices. J. W. HINCHLIFFE, 338 Chamber of Commerce bldg., Pasadena, Cal.

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WEST 142d ST., 605—Large outside room, overlooking Hudson, elevator apt., between Broadway and Riverside, near subway. Phone 6554 Audubon. HURLEY.

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APARTMENTS—NEW YORK

APARTMENT, New York City, unfurnished, to rent from May 15th, 383 Central Park West, near 96th st., 6 rooms and bath, steam heat, elevator, 7th floor, overlooking Central Park; rooms large, cool; beautiful view. For the summer or longer. Apply on premises or address C. H. GAGE, 383 Central Park West, New York.

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TO SUBLET — Furnished apartment, 7 rooms, 2 baths, from May 1st, 115th st., near Riverside. Can be seen by appointment. Address J 11, 2093 Metropolitan bldg., New York.

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HOUSES TO LET—NEW YORK

WHITE PLAINS, NEW YORK—10-room detached house with garden, to rent furnished, July, August and September. BREMNER, 33 Davis ave.

DESK ROOM—NEW YORK

DESK ROOM to let, or mailing privileges. E. MABEL FLOOD, Public Stenographer, R. 1021, 320 Broadway. Tel. Worth 645.

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CHOICE APARTMENTS to let at 11 N. 9th ave.; 6 rooms, bath, store room separate, steam heater, quiet shady street, front porch; convenient to both stations and trolleys, agents or inquire 371 E. 5th st.

ROOMS—PITTSBURGH

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AMERICAN MUSEUMS PRAISED

WASHINGTON—A reception in honor of members of the commission from the German Museum of Masterpieces of Natural Sciences and Technical Art of Munich was given at the Cosmos Club recently by the Washington Society of Engineers. Speaking for the commission Dr. Oskar von Miller, member of the House of Lords from Bavaria and president of the German Society of Engineers, lauded the American museums which the German delegates had visited.

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FINE HOME in city of 13,000, 14 rooms, hardwood finish, inlaid floors, attic, basement, laundry, steam heat, new, gas, electricity, 4 open grates, corner lots, fine lawn, trees, shrubbery, cement walks, on principal avenue, paved; 3 min. walk from P. O or Lake; 22,000 sq. ft. land; automobile roads all directions to inland lakes abounding in fish; cost $20,000; sell at bargain. Address H 4, 750 Peoples Gas bldg., Chicago, Ill.

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Fancy Boxes, handsome 1¾-lb. box of 60c. Chocolates	1.00
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MEN wanted to sell trees and plants. Commissions payable weekly; no experience or capital required; write for free outfit. BROWN BROS. NURSERIES, Rochester, N. Y.

HELP WANTED—FEMALE

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Classified Advertisements

SPACE IS NOT GIVEN ON THIS PAGE TO ADVERTISEMENTS FOR PERSONS WANTED TO HANDLE GOODS ON COMMISSION OR TO ADVERTISEMENTS SOLICITING BUSINESS PATRONAGE

The advertisements upon this page are inserted free and persons interested must exercise discretion in all correspondence concerning the same.

BOSTON AND N. E.

HELP WANTED—MALE

ALLEY BOYS wanted for card room, woolen mill. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 24

BEATER ENGINEER on Bristol board. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 20

BOAT AND YACHT BUILDERS wanted, skilful workmen. GEORGE LAWLEY & SON, Corp., Neponset, Mass. 23

BOOKKEEPER, hotel. BRECK'S BUREAU, 55 Franklin st., Boston. 20

BOOKKEEPERS and stenographers (3), $12-$15. BRECK'S BUREAU, 55 Franklin st., Boston. 20

BOOK AND JOB COMPOSITORS wanted, permanent positions. Address, stating experience and salary expected, RUMFORD PRESS, Concord, N. H. 22

BOY wanted, Brookline, $5. BRECK'S BUREAU, 55 Franklin st., Boston. 20

BOY wanted, cotton office; $5. BRECK'S BUREAU, 55 Franklin st., Boston. 20

BOY wanted, hardware stock; $6. BRECK'S BUREAU, 55 Franklin st., Boston. 20

BOY wanted, importer's office. BRECK'S BUREAU, 55 Franklin st., Boston. 20

BOY WANTED in printing establishment; one who has some experience on cylinder press; ask for manager. HAIRENIK PRESS, 7 Bennet st., Boston. 25

BOYS—Good opportunity for boys who want to learn the wholesale dry goods business; we have a few openings for boys who are willing to start on small salary and work their way up in our business; only those who are in earnest need apply. WALKER-STETSON COMPANY, Essex and Lincoln sts., Boston. 24

BOY wanted, tailor's; $5. BRECK'S BUREAU, 55 Franklin st., Boston. 22

BOYS—Two smart, capable American boys wanted to learn the hardware business; must live at home and be a graduate of grammar and high school; 16 to 18 years old. DECATUR & HOPKINS CO., 124 High st., Boston, Mass. 20

BRASS MOLDERS. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 20

BRICK SETTER wanted at once; one who has had experience with machine gang and can furnish references. Apply to C. L. SAUTER, Northampton, Mass. 25

BRIGHT CHAP (16 to 18) wanted as office boy in Boston agency of prominent thread mill; good opportunity to get insight to thread business; salary to start $4. Address in own handwriting. CARROLL G. C. DALY, 109 Glenway st., Dorchester, Mass. 23

BULLARD BORING MILL HAND. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 20

BUSHELMAN, in city; $9. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

CARD ROOM HELP. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 20

CARRIAGE BLACKSMITH and woodworker in Roxbury; $15. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

CARPENTERS. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 20

CARRIAGE PAINTER and letterer, first-class, wanted at once. W. P. PRITCHARD CO., Adams, Mass.

CHEF wanted, restaurant; $15. BRECK'S BUREAU, 55 Franklin st., Boston. 20

CHEF (French) wanted. BRECK'S BUREAU, 55 Franklin st., Boston. 20

COAT MAKER and bushelman, in New Hampshire; $15. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

COUNTER MAN wanted. BRECK'S BUREAU, 55 Franklin st., Boston. 20

COUNTERS AND FINISHERS, paper mill. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 24

COMPOSITORS—Wanted, book and job compositors; permanent positions. Address, stating experience and salary expected. RUMFORD PRESS, Concord, N. H. 23

CORE MAKER (brass), piece work, in Lynn. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

COMPOSITOR wanted. BRECK'S BUREAU, 55 Franklin st., Boston. 20

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CREAMERY MAN wanted; good position to man with good experience. BRECK'S BUREAU, 55 Franklin st., Boston. 20

CUTTERS—Wanted in a gut sole shop, experienced sole sorters and cutters on the Knox cutting machine; we also have an opening for a few bright young men 16 to 18 years of age. Apply by letter to 206 Bread st., HILLIARD & MERRILL, Inc., Lynn, Mass. 24

DRAFTSMAN, machine tool work; state age, experience, employed or unemployed. ALMOND CO., Ashburnham, Mass. 25

DOWL MACHINE OPERATOR, in Malden, $8-$9. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

ELEVATOR BOY wanted. Clean-cut, well-groomed boy (white), living with parents, wanted to run passenger elevator in office building; opportunity for advancement to right boy. M. FISCHER, rm. 21, 157 Federal st., Boston. 22

ENGINEER wanted. Third class, with good references. Apply 9-11 a. m. SUNSHINE LAUNDRY, 8 Flora st., Brookline, Mass. 22

ENGINEER (2d-class) wanted, $18. BRECK'S BUREAU, 55 Franklin st., Boston. 20

ENGINEER, second class; $17. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

ENTRY CLERK, experienced millinery. BRECK'S BUREAU, 55 Franklin st., Boston. 20

FARMHANDS wanted. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke, Mass. 18

FARMHANDS. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 20

FEEDERS wanted for Thomson cutting and creasing presses, 26x28 size. Apply to FORBES LITHO MFG. CO., Chelsea, Mass. 20

FINISHERS for woolen mills. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 24

FIREMAN. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 20

FOREMAN OF TREEING AND PACKING ROOMS wanted, experienced; men's medium grade welts; 2000 pairs daily; reply by letter, giving experience in full. H. B. REED & CO., Manchester, N. H. 20

GENERAL MAN wanted for hotel; one that can paint and paper; $15 week. BROOKLINE VILLAGE EMP. & REF. ASSN., 129 Washington st., Brookline, Mass. 22

GROCERY and provision order clerks, $12-$15. BRECK'S BUREAU, 55 Franklin st., Boston. 20

GOLF SALESMAN. Good position for one with experience. Apply at Emp. Bureau. Use 38 Avon st. entrance and direct elevators to 4th floor, rear. JORDAN MARSH CO., Boston. 19

HARNESS MAKERS and machine operators wanted for harness factory; good wages, steady employment; also head cutter; $30 week. LINDSEY MFG. CO., Titusville, Pa. 24

HOISTING ENGINEER (double drum), in Somerville. Call STATE FREE EMP. OFFICE (on fees charged), 8 Kneeland st., Boston. 19

ICE CREAM Wanted, capable young man; must have experience. VOGEL'S CONFECTIONARY, Brookline, Mass. 25

JOB COMPOSITOR wanted, competent on "ads" and makeup; permanent position for temperate and efficient worker. Apply by letter only. BOSTON PRINTING CO., 216 Purchase st., Boston. 20

BOSTON AND N. E.

HELP WANTED—MALE

JORDAN MARSH CO. want smart, active young men, ages 16 to 18 years; bring school certificate if under 18. Apply to MR. WRIGHT, street floor, rear. 23

LATHE HANDS wanted. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 20

LEDGER CLERK, young, $10. BRECK'S BUREAU, 55 Franklin st., Boston. 20

LOOM FIXERS on Draper looms. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 24

MACHINE MOLDERS wanted on rollover and stripping plate machines. MILFORD IRON FOUNDRY, Milford, Mass. 23

MACHINIST (fine auto repair wor), 30c hour, in Lynn. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

MACHINISTS. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 20

MAN AND WIFE wanted for Lexington private family; must have good references. MERCANTILE EMP. AGENCY, 579 Massachusetts av., Camb.; tel. 2994-W. 22

MAN to hitch on crane. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 20

MAN to take care of poultry. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 20

MAN to do oiling. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 20

MAN AND WIFE for farm. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 20

MARINE PLUMBERS—Two first-class men wanted at once. Apply to GEORGE LAWLEY & SON, Corporation, Neponset, Mass. 22

MARRIED MAN wanted on farm for general work, including teaming; good house furnished; best of references required. Address ARTHUR N. DOUGLAS, R. F. D. No. 9, Gardiner, Me. 20

METAL STAMP OPERATOR, in Chelsea, piece work. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

MEAT CUTTER and card writer, $15. BRECK'S BUREAU, 55 Franklin st., Boston. 20

METAL SPINNERS (brass, copper, aluminum); 32½c per hour; in Lynn. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

MILLWRIGHT with first or second class engineer's license. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 24

OFFICE BOY wanted; high school graduate preferred. Apply with references. BARRETT MFG. CO., 207 Franklin st., Boston. 25

OFFICE CLERK, living Newton or vicinity. BRECK'S BUREAU, 55 Franklin st., Boston. 20

PAINTER—Wanted at once, one first-class outside house painter. H. C. WOOD & CO., 277 Elm st., Westfield, Mass. 23

PAPERHANGERS wanted at once at E. M. FULLER'S, 5 Pleasant st., Attleboro, Mass. 22

PLATINUM WATER COLOR ARTIST wanted, first-class; good salary. Apply to the HIGGINS ART CO., Bath, Me. 22

PRESSMAN (tailor), repairing, in Newton Center; $12-18. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

PUNCH AND DIE MAKERS (compound blanking and bending), 32½c hour, in Lynn. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

RAILROAD OFFICE BOY, wanted; $5. BRECK'S BUREAU, 55 Franklin st., Boston. 22

ROLLER COVERER. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 20

SALESMAN (young), some knowledge civil engineering. BRECK'S BUREAU, 55 Franklin st., Boston. 20

SALESMAN, men's furnishings. BRECK'S BUREAU, 55 Franklin st., Boston. 20

SALESMAN wanted for outside work; salary and commission; permanent position; call or write. RUTHERFORD'S, 59 Temple pl., rm. 614, Boston. 22

SHIRT CUTTER wanted, steady work. MARSHAL SHIRT WAIST CO., 113 Munroe st., Lynn, Mass. 20

SHEET METAL WORKERS wanted familiar with cornices, skylights and window work. HENRY WEYAND CO., Inc., Waterbury, Conn. 25

SHOE SALESMAN (retail). BRECK'S BUREAU, 55 Franklin st., Boston. 20

SHOE CLERK wanted; fullest particulars in confidence; only good man need apply. CHAS KAY, Box 262, Gloucester, Mass. 20

SLIDEMAN wanted. BRECK'S BUREAU, 55 Franklin st., Boston. 20

SPINNER, competent, wanted on Davis and Furber mules. HARTFORD WOOLEN CO., Hartford, Vt. 20

SPINNERS, in No. Andover, (woolen); $12-$18. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

STABLE MAN, all-round, wanted; not afraid of work; capable taking charge of small livery stable. W. O. BLAISDELL, 612 Main st., Winchester, Mass. 23

STEEL LETTER CUTTER wanted; all light work. J. L. PACK, 41 Berwick st., Wyoming Station, Melrose, Mass. 20

STITCHING-ROOM MACHINIST wanted; must be experienced on all stitching machines. Apply W. H. M'ELWAIN COMPANY, 795 Elm st., room 29, Manchester, N. H. 22

STRIPER AND FINISHER wanted, first-class. CHESTNUT HILL GARAGE, 199 Newton blvd., Chestnut Hill, Mass. 20

STENOGRAPHER, college man, $16-$18. BRECK'S BUREAU, 55 Franklin st., Boston. 20

TAILOR, clothing house, in city; $14. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

TAILOR, in East Weymouth; $14-15. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

TAILOR, to clean, press and repair, in Norwood. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

TAILOR, pressman and alteration hand, in Boston department store. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

TAILOR, pressman, in South End; $13. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

TAILOR, in Jamaica Plain; $12. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

TAILOR, in Newton Center; $15-18. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

TAILOR (journeyman), new bushelling and coat making, in Lawrence. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

TAILOR, bushelling, repairing, on sack coats, in Marblehead. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

TRUNK LETTERER. One with experience preferred. Apply at Emp. Bureau. Use 38 Avon st. entrance and direct elevators to 4th floor, rear. JORDAN MARSH CO., Boston. 19

HOUSEMAN wanted, hotel; $25-$30 a month. BROOKLINE VILLAGE EMP. & REF. ASSN., 129 Washington st., Brookline, Mass. 22

JOB PRESSMAN wanted; steady work to competent man. JOHN C. OTTO, Springfield, Mass. 24

JOB PRESS FEEDERS wanted, experienced; steady work and opportunity to advance. JOHN C. OTTO, Springfield, Mass. 24

TAILOR—Young man wanted to work with tailor; one able to put in pockets preferred. LYNCH THE TAYLOR, 521 Essex st., Lawrence, Mass. 20

TAILOR (journeyman) wanted; young man preferred. WM. J. LYNCH, 521 Essex st., Lawrence, Mass. 22

TEAMSTER wanted for furniture wagon; must have references. J. & A. EHRLICH CO., 2147 Washington st., Roxbury, Mass. 22

BOSTON AND N. E.

HELP WANTED—MALE

TOOLMAKERS. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 20

TOOLMAKER (experimental work), in Providence, married man preferred; 21; must furnish written reference. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

TOOLMAKERS (jigs and fixtures); 30-32½c per hour; in Lynn. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

TURRET LATHE HANDS (Pratt & Whitney); 32½c per hour; in Lynn. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

UNDER COOKS wanted. BRECK'S BUREAU, 55 Franklin st., Boston. 20

UPHOLSTERER, first-class, all-round, wanted. Apply at once to H. L. GERRY, Hopkinton, Mass. 25

WASHMAN (A1) wanted for first-class laundry. RUTTERS STEAM LAUNDRY, Brook st., Lawrence, Mass. 25

WEAVERS. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 20

WEAVERS wanted on good wood, steady employment. PERKINS FREE EMP. AGENCY, Tilton, N. H. 22

WEAVERS (woolen), in No. Andover; $12-$18. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

WEAVERS wanted on worsteds and fancy woolens. Apply SAYLES & JENKS MFG. CO., Warren, Mass. 23

WEAVERS on cotton cloth. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 24

WEYMOUTH LATHE OPERATOR wanted who can make and adjust tools for 4 lathes; give age, experience and wages desired. Address R. BLISS MFG. CO., Pawtucket, R. I. 23

WOOD PATTERN MAKERS wanted at once. WALKER'S PATTERN SHOP (R. W. Walker), 252 Lowell st., Lawrence, Mass.; tel. shop—1511, res.—1175-W. 22

WOOD PATTERN MAKER, first-class. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 20

WOOLEN SPINNERS wanted; night work good pay. FRANKLIN YARN CO., Franklin, Mass. 23

WOOLEN WEAVERS (fancy) in Billerica, piece work. Call STATE FREE EMP. OFFICE (no fees chargd), 8 Kneeland st., Boston. 19

YOUNG MAN on Cleveland automatic screw machine. LEWIS EMP. AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke. 20

HELP WANTED—FEMALE

ADDRESSERS (English); $5 a week; familiar with names of cities and counties in England. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

ARTS AND CRAFTS TEACHER wanted, trained all branches; fancy work specially required; $25 month and living. MISS STEVENS DIRECTORY, 120 Boylston st., Boston, rm. 523. 20

ASSISTANT wanted; lodging and board (without dinners) to student or one employed part of the day, exchanged for assistance in family of one. MRS. S. N. DICKERMAN, 31 Allston st., Allston, Mass. 23

ATTENDANTS, Framingham, $6-$7, room and board. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

ATTENDANT, to answer 'phone, tend switch board in state institution in Boston; $20 a month, board and room. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

ATTENDANT. Young woman, refined, educated, wanted in private institution; experience desirable; references. MISS STEVENS DIRECTORY, 120 Boylston st., Boston, rm. 523. 20

BINDERY FOLDERS (union wages). Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

BINDERY SEWERS, in Cambridge; 15c per hour. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

BOOKKEEPER. Must have had experience; good pay, steady work; references desired. PERKINS FREE EMP. AGENCY, Tilton, N. H. 20

BOOKKEEPER, experienced provisions. BRECK'S BUREAU, 55 Franklin st., Boston. 20

BOOKKEEPER, summer hotel, $25 month and found. BRECK'S BUREAU, 55 Franklin st., Boston. 20

BOOKKEEPERS (2), $10. BRECK'S BUREAU, 55 Franklin st., Boston. 20

BOOKKEEPER AND STENOGRAPHER wanted, $12-$15. BRECK'S BUREAU, 55 Franklin st., Boston. 20

BOOKKEEPER AND TYPEWRITER wanted, $12. BRECK'S BUREAU, 55 Franklin st., Boston. 20

BOOKKEEPER AND STENOGRAPHER wanted, $8-$10. BRECK'S BUREAU, 55 Franklin st., Boston. 20

CASHIER and typewriter, $8. BRECK'S BUREAU, 55 Franklin st., Boston. 20

CHAMBER MAID, SEAMSTRESS wanted in Winchester; good position; $5. HARVARD SQ. EMP. BUREAU, 13 Boylston st., rm. 23, Cambridge. 25

CHAMBER AND NURSERY MAIDS. Places waiting. Call MISS BAGLEY EMP. OFFICE, 36 Boylston st., rm. 2, Boston. 20

CHAMBERMAID, $7. MISS FAY EMP. OFFICE, 37 Fayette st., Boston. 20

CHILDEN'S ENTERTAINER wanted in institution; thorough training games and sports; musical; $25 month and living. MISS STEVENS DIRECTORY, 120 Boylston st., Boston, rm. 523. 20

COIL WINDERS in incandescent lamp dept. in Lynn; $6-$9. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

COOK wanted in Belmont, $6; reference and experience. HARVARD SQ. EMP. BUREAU, 13 Boylston st., Cambridge, Mass. 25

COOK (Protestant) for Winchester; cooking and small laundry, $6 week. HARVARD SQ. EMP. BUREAU, 13 Boylston st., Cambridge, Mass. 25

COOK, $9. MISS SHEA EMP. OFFICE, 37 Fayette st., Boston. 20

COOK, second maid and chambermaid-laundress wanted together. MISS SHEA EMP. OFFICE, 37 Fayette st., Boston. 20

COOK AND SECOND that would be willing to go to Maine for the summer months. Call; place waiting. MISS BAGLEY EMP. OFFICE, 36 Boylston st., rm. 2, Boston. 20

COREMAKERS, in Cambridge; $1 a day to start. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

CYLINDER VAMPERS wanted on ladies' shoes; steady work for good operators. PORTLAND SHOE MFG. CO., 67 Union st., Portland, Me. 24

COMPOSITOR AND PROOFREADER. BRECK'S BUREAU, 55 Franklin st., Boston. 20

DRAWER-IN GIRLS wanted at once. IROQUOIS MILLS, Saugus, Mass. 20

FACTORY WORK, in Cambridge; $3.50 to start. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

FISHER BILLING CLERKS (2), $8-$10. BRECK'S BUREAU, 55 Franklin st., Boston. 20

GENERAL HOUSEWORK GIRL wanted, Brookline; references required; go to beach in summer; call afternoons after 2 p. m. C. R. EDWARDS, 9 Auburn pl., Brookline, Mass. Tel. 2292-2. 23

GENERAL MAID for three adults; good plain cook and waitress; $25 per month; Protestant preferred; references required and given. Address MRS. CHARLES M. CONE, Hartford, Vt. 20

GENERAL MAID in Somerville; small family; $4; experienced in plain cooking. HARVARD SQ. EMP. BUREAU, 13 Boylston st., rm. 23, Cambridge, Mass. 25

GENERAL MAID for Winthrop Highlands; other help kept; 4 in family; $6 week; must do good cooking. HARVARD SQ. EMP. BUREAU, 13 Boylston st., rm. 23, Cambridge, Mass. 25

BOSTON AND N. E.

HELP WANTED—FEMALE

GENERAL MAIDS (4), for Arlington, $5 and $6 week; experienced and reference. HARVARD SQ. EMP. BUREAU, 13 Boylston st., Cambridge, Mass. 25

GENERAL MAID for Melrose Highlands, $5.50; good plain cook (no washing, some ironing); Swedish or German, experienced. HARVARD SQ. EMP. BUREAU, 13 Boylston st., rm. 23, Cambridge, Mass. 25

GENERAL MAID in Winchester; second maid kept; must be good plain cook; $5. HARVARD SQ. EMP. BUREAU, 13 Boylston st., Cambridge. 25

GENERAL MAID, $7 wk; place waiting. Call MISS BAGLEY EMP. OFFICE, 36 Boylston st., rm. 2, Boston. 20

GIRL wanted, general housework; references required. MRS. THOMAS RICHARDS, 6 Maple ave., Cambridge, Mass. 26

GIRLS wanted to do burling. LEWIS EMP AGENCY, 318 Main st., Springfield; J. R. Smith bldg., Holyoke, Mass. 24

GIRLS (young), institutions, waitress, chambermaids, ward maids, also kitchen. MISS BAGLEY EMP. OFFICE, 36 Boylston st., rm. 2, Boston. 20

HOUSEKEEPER wanted in school; superior educated young woman of good training and experience; $50 month and living. MISS STEVENS DIRECTORY, 120 Boylston st., Boston, rm. 523. 20

HOUSEKEEPER wanted; capable woman interested in girls; good disciplinarian; ability to teach practical housekeeping and cooking necessary. MISS STEVENS DIRECTORY, 120 Boylston st., Boston; rm. 523. 20

HOUSEMAID (Protestant, experienced) wanted; good cook; good references; family of 3; $6 per week. A. F. WARNER, Somerset rd., Lexington, Mass. Near electrics and depot. Tel. Lex. 29-W. 23

HOUSEWORK—Protestant girl wanted in small family, adults, in apartment; work easy. Address MRS. H. ROGERS, 245 Columbia rd., Dorchester, Mass. 20

KITCHEN MAID, $5. MISS SHEA EMP. OFFICE, 37 Fayette st., Boston. 20

LAUNDRESS, $7. MISS SHEA EMP. OFFICE, 37 Fayette st., Boston. 20

LABELERS, 6. BRECK'S BUREAU, 55 Franklin st., Boston. 20

MAID—Second work girl (Protestant, Swedish, Danish or Finn preferred); call Saturday or Sunday, day or evening. MRS W. A. McKENNEY, 134 Babcock st., Brookline. 20

MAID—Wanted, Protestant girl in family of three, all adults, for general housework. MRS. W. C. GURDY, 82 Winslow st., Everett, Mass. 20

MAID WANTED—Young girl to do general housework. J. G. ACTON, 7 Myrtle ay., Ocean Spray (Winthrop), Mass. 20

MAID WANTED—Capable, energetic girl with some experience, for general housework; one willing to learn for fair recompense. MRS. J. W. BURKE, 41 Hillside st., Dorchester, Mass. 20

MAID wanted for general housework, May 1 to Oct. 1, small adult family; Protestant; good cook; good wages. MRS. H. S. HERING, P. O. Box 385, Concord, N. H. 24

MAID for general housework in family of adults; prefer one who will be as one of family. H. M. R. CONNICK, Lake Pleasant, Mass. 24

MAID for Cambridge; German or P. E. I. girl with experience; 3 in family; $6 week to start, nice room; want good, reliable girl. HARVARD SQ. EMP. BUREAU, 13 Boylston st., Cambridge, Mass. 25

MAIDS (3) for Newton Center; good wages in good homes; must have references. HARVARD SQ. EMP. BUREAU, 13 Boylston st., Cambridge. 25

MAID wanted, Protestant woman, for housework in small adult family; good home for right person; must be neat and good plain cook. MRS. G. F. FULLER, 22 Washington ave., Thornton station, Winthrop, Mass. 22

MAID wanted for general work in small family in Lexington; splendid opening for one who would appreciate good home. MRS. GEORGE W. LOGGIE, 55 Waltham st.; tel. 87-M Lexington, Mass. 22

MANAGER, splendid opportunity for able young woman to take charge of store doing a dyeing and cleansing business; year-round position to right party; experienced person preferred. Apply in person only. BOSTON DYE HOUSE, 169 Massachusetts ave., Roxbury, Mass. 22

MENDERS (on sweaters), in E Boston. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

MILLINERY TRIMMERS AND MAKERS wanted. Apply COWEN MILLINERY CO., 105 Summer st., Boston. 23

NURSERY GOVERNESS in Magnolia; $4. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

OFFICE ASSISTANTS (2), $6-$7. BRECK'S BUREAU, 55 Franklin st., Boston. 20

OFFICE ASSISTANT AND TYPEWRITER wanted, South End; $6. BRECK'S BUREAU, 55 Franklin st., Boston. 20

PROOFREADER, capable of reading finals in a book, and job office; steady position to the right party; state wages and give references. The P. H. GORIE PRESS, Bellows Falls, Vt. 22

SALESGIRL, in West End meat market (German or Jew preferred who understands Polish) $5. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

SALESWOMAN wanted for outside work; permanent position; salary and commission; call or write. RUTHERFORD'S, 59 Temple pl., Boston. 22

SALESGIRLS, experienced. BRECK'S BUREAU, 55 Franklin st., Boston. 20

SAMPLE CLERK, plain figures, $6. BRECK'S BUREAU, 55 Franklin st., Boston. 20

SKIRT AND WAIST FINISHERS, experienced, wanted. MRS. LAURA LAURIER, 786 State st., Springfield, Mass. 20

SKIRT MACHINE OPERATOR in Quincy laundry; $8-$10. Call STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. 19

STENOGRAPHER wanted, advertising; $12. BRECK'S BUREAU, 55 Franklin st., Boston. 20

STENOGRAPHER and secretary, $15-$18. BRECK'S BUREAU, 55 Franklin st., Boston. 20

STENOGRAPHER wanted, law; $10-$12. BRECK'S BUREAU, 55 Franklin st., Boston. 20

STENOGRAPHER and salesgirl, $7. BRECK'S BUREAU, 55 Franklin st., Boston. 20

STENOGRAPHER wanted, publishing; $8. BRECK'S BUREAU, 55 Franklin st., Bosten. 20

STENOGRAPHER wanted, young; $5-$6. BRECK'S BUREAU, 55 Franklin st., Boston. 20

STENOGRAPHER, $7-$8. BRECK'S BUREAU, 55 Franklin st., Boston. 20

STENOGRAPHER AND BOOKKEEPER—Thoroughly experienced stenographer and typewriter; also capable bookkeeper (30, Protestant.) Apply to ROCKE-MERE HOTEL, Marblehead, Mass.; J. H. Brackett. 20

STITCHER (power machine). BRECK'S BUREAU, 55 Franklin st., Boston. 20

SWITCHBOARD OPERATOR. BRECK'S BUREAU, 55 Franklin st., Boston. 20

WOMAN for general kitchen work in restaurant. PERKINS' FREE EMP. AGENCY, Tilton, N. H. 20

WORKING HOUSEKEEPER wanted in family of 5 adults; must be good cook and manager; wages $4.50 per week; no washing; a good home. Write MRS. C. S. CUNNINGHAM, 3 Essex st., Lynn, Mass. 23

WORKING HOUSEKEEPER in Melrose; 2 people to work for; $4 or $4.50 week. HARVARD SQ. EMP. BUREAU, 13 Boylston st., Cambridge, Mass. 25

WORKING HOUSEKEEPER wanted—Middle-aged, neat, trustworthy, good cook, for New Hampshire; cosey country home; treated like family; one in family. MRS. GERTRUDE MILLS, Genreal Delivery, Danbury, Conn. 20

YOUNG GIRL to help in office work; must have fair handwriting and knowledge of typewriting. ZEMAN-COLLINS SHOE CO., 166 Lincoln st., Bostop 22

BOSTON AND N. E.

HELP WANTED—FEMALE

YOUNG LADY wanted for a candy store, evenings; one that can serve sodas; $7. BROOKLINE VILLAGE EMP. & REF. ASSN., 129 Washington st., Brookline, Mass 22

YOUNG GIRL (16-18) wanted to do miscellaneous sewing in workroom. KNIGHTS & CO., 7 Temple pl., Boston. 26

SITUATIONS WANTED—MALE

ADVERTISING SOLICITOR desires first-class local position with newspaper or magazine; good references and credentials furnished. HARRY A. BRIGHAM, 73 Upland rd., North Cambridge, Mass. Tel. 2313-4 Cambridge. 25

AMERICAN YOUNG MAN (20) wishes position with good opportunity for future; wages $8 up; A1 references. ADRIAN E. PATTERSON, 454 Broadway, Somerville, Mass. 22

AMERICAN YOUNG MAN wishes evening work of any kind, good writer. M. BROWNE, 12 Warren place, Roxbury, Mass. 22

ASSISTANT MANAGER-SALESMAN desires position in or about Boston; one familiar with New York and Boston trade; worker; best references. WALTER P. SLOAN, 581 Chestnut st., Arlington, N. J. 22

BAKER'S HELPER (18), with 8 months' experience, wants position where he can finish trade. Mention No. 1823. CITY EMP. OFFICE, 53 Central st., room 38, Lowell Mass. Tel. 2698. 23

BEAMER wants position in cotton mill; 10 years' experience. Mention No. 1814. CITY EMP. OFFICE (help furnished free), 53 Central st., room 38, Lowell, Mass. Tel. 2698. 20

BELL BOYS want positions either at mountains or beach; mention 1828. CITY EMP. OFFICE (help furnished free), 53 Central st., rm. 38, Lowell, Mass.; tel. 2698. 23

BELLBOYS wish summer positions. Secretary HARVARD UNIVERSITY EMP. OFFICE, 9 University Hall, Cambridge, Mass 26

BELLBOY desires work for summer; can commence June 1; has excellent reference and will go to either seashore or country. Mention No. 7091. STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. Tel. Oxford 2960. 25

BOATMEN for sail or motor boats want summer positions. Secretary, HARVARD UNIVERSITY EMP. OFFICE, 9 University hall, Cambridge, Mass. 20

BOOKKEEPER (young man, 23) wants position; has good habits and best of references. Mention No. 1810. CITY EMP. OFFICE, 53 Central st., room 38, Lowell, Mass. Tel. 2698. 20

BOOKKEEPER with good reference and experience wants position to take care of several small sets of books. HENRY REINSTEIN, 103 Hemenway st., Boston. 20

BOY (15) wishes position on milk farm; good milker. WILLIAM SKEHAN, 1200 Massachusetts av., Cambridge, Mass. 20

BOY (20) speaks both French and English; willing to work where he can learn a trade. Mention No. 1822. CITY EMP. OFFICE (help furnished free), 53 Central st., room 38, Lowell, Mass. Tel. 2698. 20

BOOKKEEPER. Young man, double entry, trial balance, profits and loss and financial statements; rapid, accurate, trustworthy; moderate salary; best references, wishes position. BERNARD GRUNBAUM, 3 Asylum st., rm. 5, Hartford, Conn. 22

BOY (16) with year's experience in architectural drawing, wishes position in architect's office; excellent reference from present employer. ARTHUR L. WANNLUND, 27 Magnolia av., Cambridge, Mass. 22

BUTLER, generally useful, English, abstainer (27), tall, good address, wishes position; city or beach; will do anything. GEORGE L. McCULLOUGH, 165 Massachusetts ave., Boston. 25

BUTLER—Position wanted by young man in a private family; has first-class reference. MISS MERRICK EMP. OFFICE, 12 Isabella st., Boston; tel. Tre. 593. 22

CARETAKER, HOUSEKEEPER. Responsible married couple, husband travels, wife fine housekeeper, will care for home summer months, for rent; suburbs preferred. R. WAITE, 33 St. Botolph st., Boston. 23

CARETAKER wants position on private place. Mention No. 1832. CITY EMP. OFFICE (help furnished free), 53 Central st., room 38, Lowell, Mass. Tel. 2698. 23

CARPENTER. Able-bodied, experienced man, capable of doing many kinds of work, wishes position; married; no children. CHASE, 636 Union av., Lakeport, N. H. 22

CHAUFFEUR (Nova Scotian) with best references, desires position in private family; will go anywhere. SIDNEY M. PARKER, 16 Bartlett st., Beverly, Mass. 20

CHAUFFEUR (English) wishes position; licensed; expert machinist; capable of making repairs; French and American cars; highest references. CLIFFORD TELFORD, 98 Shore Drive, Winthrop, Mass. 24

CHAUFFEUR wants position driving for the summer for private family. Mention No. 1830. CITY EMP. OFFICE, 53 Central st., room 38, Lowell, Mass. Tel. 2698. 23

CHAUFFEUR—Young clean cut American, good habits, careful driver, best references; do own repairing. HOWARD L. CHURCHILL, 41 St. Botolph st., Boston. 20

CHAUFFEURS desire summer positions. Secretary HARVARD UNIVERSITY EMP. OFFICE, 9 University hall, Cambridge, Mass. 20

CHAUFFEUR-MACHINIST (German, 33) of good address, good, dependable man, desires situation; drive any gasoline car. MAX BRASEL, 712 Center st., Jamaica Plain, Mass. 25

CHAUFFEUR, coachman or general man desires situation in private family; single man (38); temperate, of good character, with best of references. JOHN E. PEARSON, 33 South st., Hingham, Mass. 25

CHAUFFEUR—Young man (24) would like position driving private car; will go anywhere; can furnish best of reference. RALPH R. ROSSON, 619 Ferry st., New Haven, Conn. 24

CHAUFFEUR—Young colored man, willing, obliging and strictly temperate, 8 years' experience, first-class references, wishes position. WILLIAM GEORGE PENN, 284 Broadway, Malden, Mass. 20

CHAUFFEUR (32), American, Y. M. C. A. graduate, 2 years' experience; repair work, careful driver, willing to do other work; best references. JAMES GARDEN, 21 Cumberland st., Boston. 20

CHAUFFEUR (25, married) wishes position; does own repairing; careful driver; references. CHARLES E. CARLSON, 149 Summer st., Lynn, Mass. 24

CHAUFFEUR—Temperate, clean cut man who can handle and repair his own car is open for position; has been in private service for 15 years. JOHN WISHART, 99 Revere st., Boston. 20

CHAUFFEUR (21, single, residence Winthrop), $12-$15; good references and experience; mention 7110. STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston; tel. Ox. 2960. 25

CHAUFFEUR—Young man wants position; able to do light repairs; willing to go anywhere; references; strictly temperate. CHARLES McPHEE, 8 Maitland st., Boston; tel. 3101-J B. B. 22

CHAUFFEUR—High school student, graduating this June, desires position for coming summer; almost 2 years' experience, and best references. J. ROY BROKENSHIRE, 56 Cottage st., Pawtucket, R. I. 22

CHEF—First-class French chef, long experience and excellent references, wishes position. ANTHONY SACCO, 19 Gerry st., Cambridge, Mass. Tel. 2308-W. 23

CHEF—Colored, experienced all-round man wishes position for the summer; Maine, New Hampshire or Vermont; good wages expected. CHARLES H. SINGLETON, 32 Sterling st., Roxbury, Mass. 22

CHEF wants position; good, reliable person. Mention 1836. CITY EMP. OFFICE, 53 Central st., room 38, Lowell, Mass.; tel. 2698. 23

CLERICAL—Young man (22), desires work; 6 years' financial experience. Address GEORGE YOUNG, 48 Beacon st., Winthrop, Mass. 20

BOSTON AND N. E.

SITUATIONS WANTED—MALE

CLERICAL—Young man wishes employment evenings; clerical work preferred but will accept any light work. LEON M. PILLSBURY, 213 Eustis st., Roxbury, Mass. 25

CLERKS wish summer positions. Secretary HARVARD UNIVERSITY EMP. OFFICE, 9 University Hall, Cambridge, Mass. 20

CLERK (33), office work of any kind; single, residence South Boston; $15; prefers Boston or Providence, R. I.; high school graduate; experienced Fisher billing machine. Mention No. 7101. STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. Tel. Oxford 2960. 25

CLERK, head waiter, in summer hotel (23, single, residence Arlington); $60 month, room and board; will go anywhere; mention 7109. STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston; tel. Ox. 2960. 25

CLERK (receiving, shipping), also stock room (60), married, residence Salem; $12 and up. Mention No. 7105. STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. Tel. Oxford 2960. 25

COLLEGE STUDENT, self-supporting, wishes summer position—June 20-Sept. 20; willing to work; got to make money; would do anything. F. MERRITHEW, 9 East Hall, Tufts College, Mass. 20

COLLEGE SENIOR wants position to tutor in elementary subjects. HAROLD B. SHEPARD, 688 Boylston st., Boston. 22

COMPANIONS wish positions for summer months. Secretary, HARVARD UNIVERSITY EMP. OFFICE, 9 University hall, Cambridge, Mass. 20

COUNTRY CLUB STEWARDS want employment for summer months. Secretary HARVARD UNIVERSITY EMP. OFFICE, 9 University Hall, Cambridge, Mass. 20

ELDERLY MAN wishes position to do chores, where faithfulness counts; small pay. A. H. HURD, Danvers, Mass. 20

ELECTRICAL—Young man (colored) who has recently finished at electrical school, wishes employment in electrical concern anywhere. BENJAMIN HARRISON WALKER, 19 Warwick st., Boston. 23

ELECTRICIAN, 18 years' experience (38), single, residence Boston; $12 week. Mention No. 7097. STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. Tel. Oxford 2960. 25

ELECTRICIANS want employment for the summer. Secretary HARVARD UNIVERSITY EMP. OFFICE, 9 University hall, Cambridge, Mass. 20

ELECTRICIAN, 10 years' experience, E. E. '05, desires position, wiring conduit and cable work, construction and maintenance, motor boats and engines. RICHARD LANCASTER, 10 Market sq., West Lynn, Mass. 24

ELEVATOR MAN with 8 years' experience, reliable and trustworthy, wants position. Mention No. 1813. CITY EMP. OFFICE, 53 Central st., room 38, Lowell, Mass. Tel. 2698. 20

ENGINEER (2d-class, colored) with license wishes situation any place in or out of town; would prefer city. MOSES L. WRIGHT, 59 Dundee st., Boston. 20

ENGINEER (3rd-class) and steamfitter (25), single, residence Melrose; $15-$18. Mention No. 7103. STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. Tel. Oxford 2960. 25

ENGLISHMAN (25) wishes permanent position of any kind; reliable, temperate. HENRY HILL, 74 Reed st., Boston, Mass. 23

FARMHANDS wish summer positions. Secretary, HARVARD UNIVERSITY EMP. OFFICE, 9 University hall, Cambridge, Mass. 20

FARM SUPERINTENDENT — Position wanted, or care of country estate, by practical, reliable, successful man; Protestant, small family, strictly temperate. Write for references or interview to M. J. GILMAN, Box 205 Contoocook, N. H. 26

FORESTERS desire employment for summer months. Secretary, HARVARD UNIVERSITY EMP. OFFICE, 9 University hall, Cambridge, Mass. 20

FOREMAN (stock farm), 50, single, residence East Pepperell; will go anywhere. Mention No. 7093. STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. Tel. Oxford 2960. 25

GARDENERS wish summer work. Secretary, HARVARD UNIVERSITY EMP. OFFICE, 9 University hall, Cambridge, Mass. 20

GEM MILL REPAIRER, planer, matcher and circular sawyer (39, married, residence Fall River); $18 or better; prefers Boston and vicinity; mention 7107. STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston; tel. Ox. 2960. 25

GENERAL MAN—American (50) strictly temperate, wishes position on gentleman's country place; understands horses, cows, gardens, general work around place; good references. HENRY F. WHITNEY, Tewksbury, Mass. 20

GENERAL MEN wish positions for the summer on country places. Secretary, HARVARD UNIVERSITY EMP. OFFICE, 9 University hall, Cambridge, Mass. 20

GENERAL OFFICE MAN (English, 26) wants position. Mention No. 1812. CITY EMP. OFFICE (help furnished free), 53 Central st., room 38, Lowell, Mass. Tel. 2698. 20

GENERAL WORK—Middle-aged man will work for room and board; city or country; references. JOHN S. BLAGDON, 400 Shawmut ave., Boston. 20

HOTEL WAITERS want positions for summer. Secretary, HARVARD UNIVERSITY EMP. OFFICE, 9 University hall, Cambridge, Mass. 20

JANITOR (colored) wishes position, or will do general work by the day. ROBERT CRANE, 113 Warrenton st., Boston. 24

JANITOR-ELEVATOR MAN, experienced, wishes position. FRANK FOSTER, 24 W. Dedham st., Boston. 22

JANITOR—Reliable, temperate man wishes positin as janitor, porter or houseman; hotel and factory experience; night or day work. WM. BROWN, 5 Maiden st., South End, Boston. 25

JANITOR desires a situation to look after apartment houses in Back Bay. F. C. TOBEY, 209 Huntington av., Boston. 22

LANDSCAPE GARDENER wants position on private estate. Mention No. 1808. CITY EMP. OFFICE (office help furnished free), 53 Central st., room 38, Lowell, Mass. Tel. 2698. 20

LANDSCAPE GARDENER—German (31), thoroughly competent to take charge of greenhouses, vegetable gardens, choice fruits, lawns, etc., wants position on private estate; best references. Address RUDOLPH RUHR, 281 E. Merrimack st., Lowell, Mass. 23

LEGAL STUDENT desires employment for evenings, Saturday afternoons, Sundays and holidays; can entertain, lecture and teach; literary work preferred. M. A. STONE, 43 Delle av., Boston. 20

MACHINIST wants to learn auto repairing. Mention No. 1820. CITY EMP. OFFICE (help furnished free), 53 Central st., room 38, Lowell, Mass. Tel. 2698. 20

MAN AND WIFE want situations as general man and cook; best of references; also cook and chambermaid. MISS MERRICK EMP. OFFICE, 12 Isabella st., Boston; tel. Tre. 593. 22

MAN for general work about place; lawn or garden; caretaker; many years' experience. HARVARD SQ. EMP. BUREAU, 13 Boylston st., rm. 23, Cambridge, Mass. 25

MAN experienced in card room wants postion. Mention 1826. CITY EMP. OFFICE (help furnished free), 53 Central st., room 38, Lowell, Mass.; tel. 2698. 23

MAN (30) wants position in shoe factory; buffer or heel finisher, or anything. N. DOLES, P. O. Box 127, W. Lynn, Mass. 23

MANAGER—Experienced men's furnishings and shoe clerk wishes position; eight years' experience; moderate wages. C. H. PHILLIPS, Winchester, Mass. 20

MIDDLE-AGED MAN, active and steady habits, seeks employment—light bookkeeping, collector, janitor or watchman; good references. R. J. BELL, East Walpole, Mass. 22

MIDDLE-AGED MAN, active and steady habits, collector, janitor, watchman and engineer, desires position; holds 1st-class license; good references. GEO. H. MARSTON, 122 Glendale st., Everett, Mass. 25

BOSTON AND N. E.

SITUATIONS WANTED—MALE

MARRIED COUPLES (2), young and experienced; woman cook, man butler or general man, can milk, understands care horses; references. MISS BAGLEY, Emp. Office, 36 Boylston st., room 2, Boston. 20

MEAT AND PASTRY COOK (33, married, residence city); $100 per month; excellent references and experience; mention 7111. STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston; tel. Ox. 2960. 25

MILL HELP of all kinds want positions. Mention No. 1821. CITY EMP. OFFICE (help furnished free), 53 Central st., room 38, Lowell, Mass. Tel. 2698. 20

MUSICIANS wish summer employment. Secretary, HARVARD UNIVERSITY EMP. OFFICE, 9 University hall, Cambridge, Mass. 26

NIGHT WATCHMAN, 2nd-class fireman and assistant engineer (27), single, residence Worcester; $15. Mention No. 7101 STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. Tel. Oxford 2960. 25

ORDER COOK (Swede) wants position in hotel; steady, reliable and best of references; mention 1829. CITY EMP. OFFICE, 53 Central st., rm. 38, Lowell, Mass.; tel. 2698. 23

PAINTER—First-class, all-round man, work in garage or anywhere. HARVARD SQ. EMP. BUREAU, 13 Boylston st., rm. 23, Cambridge. 23

PAINTER—Steady man, 2 years' experience house painting, outside stage work, non-union. American Protestant and married, wishes position. EDWARD THAYER, 1 Salem st., Cambridge, Mass. 20

POSITION wanted by young man to work on farm or drive team; country preferred. A. M. CLOUGH, 285 Washington st., Brookline, Mass. 20

PRIVATE SECRETARIES desire employment for summer months. Secretary, HARVARD UNIVERSITY EMP. OFFICE, 9 University hall, Cambridge, Mass. 20

SALESMAN, who has made good in city and on road, would like to go with responsible firm; best references. EDWARD A. MARKS, 7 High st., Chelsea, Mass. 25

SALESMAN (22), single, residence city; will go anywhere and accept reasonable salary. Mention No. 7094. STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston. Tel. Oxford 2960. 25

SECOND HAND in worsted mill; capable of taking charge of room where there are 2000 spindles. CITY EMP. OFFICE, 53 Central st., room 38, Lowell, Mass. Tel. 2698. Mention No. 1825. 23

SECRETARY—Office or private position wanted by young American (26), 8 years' commercial experience in America and Europe; traveled extensively; experienced correspondent, stenographer; excellent education; good references. JOHN MUTTRAY, 465 Massachusetts ave., Boston. 23

STENOGRAPHERS want summer positions. Secretary, HARVARD UNIVERSITY EMP. OFFICE 9 University hall, Cambridge, Mass. 20

SUMMER CAMP COUNSELLOR desires position. Secretary, HARVARD UNIVERSITY EMP. OFFICE, 9 University hall, Cambridge, Mass. 20

SUPERINTENDENT—Experienced man on macadam construction and oil treatment will consider proposition as superintendent or expert on roller. Apply by letter. E. M. CARTER, No. Wilbraham, Mass. 20

SWIMMING TEACHERS want positions for summer. Secretary HARVARD UNIVERSITY EMP. OFFICE, 9 University Hall, Cambridge, Mass. 26

TACKER in tannery wants position. Mention No. 1824. CITY EMP. OFFICE (help furnished free), 53 Central st., room 38, Lowell, Mass. Tel. 2698. 23

TENNIS MARKERS want employment for summer. Secretary HARVARD UNIVERSITY EMP. OFFICE, 9 University Hall, Cambridge, Mass. 20

TUTORS, experienced, wish employment for the summer months. Secretary, HARVARD UNIVERSITY EMP. OFFICE, 9 University hall, Cambridge, Mass. 20

YOUNG MAN (23) wants position in heeling or making room; capable of taking charge. Mention No. 1811. CITY EMP. OFFICE, 53 Central st., room 38, Lowell, Mass. Tel. 2698. 20

YOUNG MAN wishes position to learn the leather business; best of references. IRA S. HICKFORD, JR., 168 Boston st., Lynn, Mass. 23

YOUNG MAN (American, Protestant) desires position as superintendent of buildings; references; city or out of town. JOHN SARGENT, 1 Cortes st., Boston. 23

YOUNG MAN, capable and reliable, wants to take care of garden, lawn or estate afternoons, in Cambridge or near-by suburbs; handy with tools. HARVARD SQ. EMP. BUREAU, 13 Boylston st., rm. 23, Cambridge, Mass.; tel. 2859. 25

JANITOR—Young man wants position; care of boilers; do general repairs or painting; A1 references. Apply to DAVID ANDERSON, 41 Appleton st., Boston. 23

YOUNG MAN (20), salesman, desires position of any kind; moderate salary; good references. HYMAN DAVIS, 93 Cottage st., East Boston. 25

YOUNG MAN (25) wants position in grocery store, or any out-door work. F. W. BEATTIE, 730 State st., New Haven, Conn. 23

YOUNG MAN (colored) wishes work of any kind; prefer being in city, but will go short distance out of town. GEO. H. LEE, 39 W. Lenox st., Boston. 22

YOUNG MAN, high school education to learn a business; excellent references. HENRY SULY, 87 Elmwod st., Roxbury, Mass. 23

YOUNG MAN wants any kind of work; common school graduate; speaks 4 languages. Address ANTHONY MARTIN, Y. M. C. A., 2 Ashburton pl., Boston. 23

SITUATIONS WANTED—FEMALE

ACCOMMODATERS by the day or week, in city or suburbs; experienced and references. HARVARD SQ. EMP. BUREAU, 13 Boylston st., rm. 23, Cambridge, Mass. 25

ADDRESSING—Employment wanted addressing or copying. MRS. B. F. CHESLEY, 11 Cliffside av., Swampscott, Mass. 25

ASSISTANT BOOKKEEPER wishes position in office; some experience. HELEN J. SHERBOURNE, 1 Chestnut ter., Jamaica Plain, Mass. 23

ASSISTANT—Position wanted by Protestant woman from Maine in small family to assist in light housework; will accept small remuneration with pleasant home. MISS A. B. WARD, 150 Babcock st., Brookline, Mass. 23

ASSISTANT, COMPANION, ATTENDANT, with best references, wishes position. ELIZABETH B. BEMIS, 90 Atlantic st., Winthrop, Mass. 24

ATTENDANT wishes position. MRS. W. A. REYNOLDS, P. O. Box 349, Livermore Falls, Me. 20

ATTENDANT wishes position to care for lady; references furnished. MRS. LIZZIE E. JACOBS, 1514 Gorham st., Lowell, Mass. 22

ACCOMMODATOR—Colored young woman, quick, neat, Back Bay references, desires employment as cook or waitress; please call mornings before 12. MATTIE McWILLIAMS, 241 W. Canton st., Boston. 24

ATTENDANT-COMPANION desires position; experienced care elderly people; city or suburbs; would travel; best of references. W. R. GORHAM, 96 St. Botolph st., Boston. Tel. B. B. 3069-J. 20

ATTENDANT, HOUSEKEEPER, desires position with one or two elderly people. MRS. ELEANOR SMITH, 24 Milford st., Boston 26

ATTENDANT wishes position, or as housekeeper for elderly person. ABBIE CHASE, 397 Warren st., Roxbury, Mass 24

BOOKKEEPER (assistant), $8 week to start. BROOKLINE VILLAGE EMP. & REFERENCE ASSOCIATION, 1219 Washington st., Brookline, Mass. 23

CHAMBER AND LAUNDRY work wanted by a capable woman; best of references. MERCANTILE EMP. AGENCY, 579 Massachusetts ave., Cambridge, Mass. 22

For a free advertisement write your "wants" on separate piece of paper and attach it to blank at top of page 2.

Classified Advertisements

SPACE IS NOT GIVEN ON THIS PAGE TO ADVERTISEMENTS FOR PERSONS WANTED TO HANDLE GOODS ON COMMISSION OR TO ADVERTISEMENTS SOLICITING BUSINESS PATRONAGE

The advertisements upon this page are inserted free and persons interested must exercise discretion in all correspondence concerning the same.

BOSTON AND N. E.

SITUATIONS WANTED—FEMALE

CARETAKER — Reliable, trustworthy woman accustomed to responsibility, would like to take charge of lodging or apartment house, or to care for adult or children, at any hours, day or evening; best references furnished. LILLIAN D. CHASE, 25 Astor st., suite 7, Boston; phone (evenings) 21829 B. B. 22

CARETAKER, HOUSEKEEPER — Responsible married couple, husband travels, wife fine housekeeper, will care for home summer months, for rent; suburbs preferred. R. WAITE, 33 St. Botolph st., Boston 23

CHAMBER MAIDS, experienced, summer hotel, Pennsylvania; meet party here 10 a. m. Saturday. BROOKLINE VILLAGE EMP. & REFERENCE ASSN., 1219 Washington st., Brookline, Mass. 25

CHAMBER MAID, waitress and plain laundress, club, out of town. BROOKLINE VILLAGE EMP. & REFERENCE ASSN., 1219 Washington st., Brookline, Mass. 25

CHAMBER GIRLS want positions at beach. Mention 1834. CITY EMP. OFFICE (help furnished free), 53 Central st., room 38, Lowell, Mass.; tel. 2698. 23

CLERICAL—Young lady desires position as bookkeeper and general office work; understands fire insurance business; references. PERKINS' FREE EMP. AGENCY, Tilton, N. H. 20

CLERKS desire positions. Tel. Fort Hill 3384. Address REV. F. F. DURGIN, pastor Bromfield St. Methodist Church, 42 Bromfield st., Boston (Working Girls Club). 20

COMPANIONABLE, cultured young woman wishes employment to read, sew or shop, by hour or day. M. N. BURT, 42 Cypress, Brookline, Mass. 24

COMPANION—Young educated woman, speaking Finnish, desires position to travel as companion to elderly lady, preferably one going to Italy. ALVINA SIREN, Frances Willard Settlement, 44 Chambers st., Boston. 24

COMPANION-ATTENDANT, light duties, small compensation, cultured young lady, highest credentials; good reader, sewer, shopper; suburbs only. M. N. BURT, 42 Cypress st., Brookline, Mass. 20

COMPANION, HOUSEKEEPER—Middle-aged, good references, wishes position. MRS. A. T. ATHERTON, 103 Taber av., Providence, R. I. 20

COMPANION—Teacher desires position during July and August as companion, managing housekeeper, mother's helper, or tutor for young child. MISS M. NICHOLS, 15 Pleasant ave., Somerville, Mass. 22

COMPOSITOR thoroughly experienced on book and newspaper work, also some experience as proofreader, wishes position; references given. MISS HELEN JACKSON, 160 W. Brookline st., Boston. 20

COOK—Situation wanted by an experienced cook; first-class city references. Apply to MISS McCREHAN EMP. OFFICE, 126 Massachusetts av., Boston. 20

COOK AND SECOND COOK, good manager; best references. MISS BAGLEY, Emp. Office, 36 Boylston st., room 2, Boston. 20

COOK AND SECOND GIRL to go to the country; wages $8-$6; also a laundress, $7 week. MISS MERRICK, Emp. Office, 12 Isabella st., Boston. Tel. Tre. 593. 22

COOK, Protestant, with kitchen maid; wages $10 and $6; both have first-class references. MISS MERRICK, Emp. Office, 12 Isabella st., Boston. Tel. Tre. 593. 22

COOK AND SECOND—Two capable girls desire positions together; Americans; furnish best of reference. MERCANTILE EMP. AGENCY, 579 Massachusetts ave., Cambridge, Mass. Tel. 2994-W. 22

DRESSMAKER, experienced, wishes employment; reasonable. MRS. A. J. BRYANT, 30 Batavia st.; tel. B. B. 5429-R, Boston. 22

GENERAL HOUSEWORK—Thoroughly reliable N. S. girl (Protestant) wants general work; references. MERCANTILE EMP. AGENCY, 579 Massachusetts ave., Cambridge, Mass. Tel. 2994-W. 22

DRESSMAKER, experienced in all branches, desires employment. M. A. BURNS, Station A, Boston. 22

DRESSMAKER—Long experience, good fitter, desires employment. C. R. ROLLINS, Oakland ave., Roxbury, Mass. 22

GENERAL WORK—Capable woman desires work of any kind by the day; washing, ironing or dish washing. MISS NORAH GREEN, 48 Hasting st., Cambridge, Mass. 25

GENERAL HOUSEWORK wanted by competent colored girl; can furnish best of reference. MERCANTILE EMP. AGENCY, 579 Massachusetts ave., Cambridge, Mass. Tel. 2994-W. 22

GENERAL HOUSEWORK wanted by middle aged woman (Protestant) in family of 2 or 3; no laundry; near Boston preferred. MRS. ELLA J. CRESSEY, 85 Elm st., 1st floor, Charlestown, Mass. 22

GENERAL WORK wanted by the day, by capable woman. MRS. GEORGIA HAMMOND, 646 Shawmut av., Boston. 24

GENERAL WORK—Washing or cleaning wanted by day or hour. MRS. DALEY, 31 Lamartine st., Jamaica Plain, Mass. 23

GIRL (24), five years' experience at millinery making, with best of references, desires position. Mention 1827. CITY EMP. OFFICE, 53 Central st., room 38, Lowell, Mass.; tel. 2698. 23

HOUSEKEEPER—Situation wanted by lady; work by day, hour or week; assistant, housework; in town or short way out. MISS ELLEN CALLAHAN, 374 Shawmut av., Boston. 24

HOUSEKEEPER, trustworthy, faithful, capable of full charge, desires position in family of one or two adults; no washing; references. Address by letter, MISS HELEN REED, 29 Temple pl., room 32, Boston 24

HOUSECLEANING or cooking wanted by day, hour or week, in town or out. MRS. CATHERINE JOHNSTON, 18 East Brookline st., Boston. 24

HOUSEKEEPER—Lady desires position as housekeeper in small family; references given. MRS. H. A. FULLER, 240 Tremont st., South Braintree, Mass. 24

HOUSEKEEPER—Business woman with 6-year-old daughter wants refined housekeeper; two adults in family; must be absolutely trustworthy; write. MRS. M. E. HOPKINS, 19 Rockwell st., Dorchester, Mass. 24

HOUSEKEEPER—Position wanted by middle-aged lady, good cook, reliable and trustworthy; references good; capable of taking entire charge. L. H. PLUMMER, 47 Sargent ave., Somerville, Mass. 20

HOUSEKEEPER—Middle aged Protestant woman wishes position as housekeeper for elderly couple; no objection to country. MRS. M. F. SOULIS, 30 Prichard av., West Somerville, Mass. 20

HOUSEKEEPER—Woman of culture desires position with elderly people. GEORGIANA OULTON, 2556 Washington st., Roxbury, Mass. 20

HOUSEKEEPER—Reliable Nova Scotia woman wants position in business family; will take full charge; in one place 7 years; best references. MISS JOSIE WEDDLETON, 140 Warren st., Roxbury, Mass. 23

HOUSEKEEPER—Capable woman wants position in small family, or some housework and sewing, or companion and secretary; references. MRS. MYRA A. MITCHELL, 8 Greenville st., Roxbury, Mass. 25

HOUSEKEEPER AND CHAMBER MAID—Thoroughly competent; willing to go any distance. MISS BAGLEY, Emp. Office, 36 Boylston st., room 2, Boston. 20

HOUSEKEEPER-COMPANION (past 50) wants position; small family; good home in preference to high wages. MRS. WETHERBEE, 2 Pratt st., cor. Parkway, Revere, Mass 20

HOUSEKEEPER'S POSITION wanted by middle aged woman, where she can have boy of 4 years with her; good cook; neat and thoroughly capable; Lynn preferred. MRS. N. STRASS, 218 Riverside ave., Medford, Mass. 22

HOUSEKEEPER, middle-aged, Protestant woman, wishes position in small adult family in Lynn; very capable; best references. MRS. SADIE STAPLES, 35 Bulfinch st., Lynn, Mass. 23

HOUSEKEEPER-MATRON of long experience wishes position, city, country or seashore; $10-$15 weekly. MRS. ELECTRA S. WILSON, 497 Highland ave., Malden, Mass. 22

BOSTON AND N. E.

SITUATIONS WANTED—FEMALE

HOUSEKEEPER (Protestant), with girl of 7, wants position in small family of adults. MRS. JESSIE DAVIS, 68 Grove st., Stoughton, Mass. 22

KITCHEN WOMEN (2), restaurant, city. BROOKLINE VILLAGE EMP. & REFERENCE ASSN., 1219 Washington st., Brookline, Mass. 25

LADY (American) with experience, desires writing or copying of any kind, cashier or single-entry bookkeeping; best of references. Address L. J. KINNEY, 154 School st., Everett, Mass. 24

LAUNDRESS, reliable, would like work to take home. MRS. E. F. DENNISS, 68 Sterling st., Suite 1, Boston. 20

LAUNDRESSES (3), both private or public, willing to go any distance; references. MISS BAGLEY, Emp. Office, 36 Boylston ts., room 2, Boston. 20

LAUNDRESS wishes employment at home; experienced lace curtains and general work. MRS. N. WATERS, 686 Shawmut ave., Roxbury, Mass. 27

LAUNDRESS—Experienced colored woman wishes position to go away for summer months with private family; best references. MRS. SUSIE FERGUSON, 103 Kendall st., Roxbury, Mass. 26

LAUNDRESS wishes employment; experienced curtains and white dresses; send postal. JULIA ANDERSON, 107 Kendall st., Roxbury, Mass. 24

LAUNDRESS (colored) wants position either in city or at beach; or will take work home. L. MOROCCO, 137 Northampton st., Boston. 20

LAUNDRESS (colored) wants employment at home; lace curtains, etc.; or will do general work by the day. HANNAH E. DEMBY, 29 Camden st., Boston; tel. Rox. 3571-R. 20

LAUNDRESS desires employment; will do cleaning, general work or caring for flat. C. ALLISON, 84 Sawyer st., Roxbury, Mass. 22

LAUNDRESS, experienced, wishes two days' work Wednesday and Thursday; can give good references. MARTHA FRANKLIN 47 Hammond st., Boston. 25

LAUNDRY WORK to take home. MRS. McINTYRE, 1080 Tremont st., Boston. 22

MAID—Young girl wishes position in small country place, doing light house work for elderly couple or small family. ALICE EKERT, 213 Eustis st., Roxbury, Mass. 23

MAID—Capable woman wants general housework by day or hour; references. MRS. L. HOLMES, 64 Cross st., Somerville, Mass. 20

MAID—Neat young colored girl would like morning work or laundry to take home, good laundress. MISS ETHEL SCOTT, 19 E. Lenox st., Boston. 20

MAIDS—Two general P. E. I. girls, also green girl. Call MISS BAGLEY, Emp. Office, 36 Boylston st., room 2, Boston. 20

MAIDS—First-class laundress and parlor maid with excellent references, also general maid. MISS MERRICK, Emp. Office, 12 Isabella st., Boston. Tel. Tre. 593. 22

MANAGING HOUSEKEEPER, capable, experienced attendant, wishes position; references exchanged. MRS. SUSAN M. WRAY, 36 Colonial av., Dorchester Center, Mass. 20

MEAT AND PASTRY COOK (38, married, residence Boston); $100 month; will go anywhere; mention 7112. STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston; tel. Ox. 2960. 24

MOTHER'S HELPER wishes position, or as attendant for children; home desired more than large salary. ANNIE GIBBS, care Mrs. Treeman, Greenwood, Mass 22

NURSERY MAID, fond of children, wishes position; go home nights. EDITH M. HILDRETH, 149 Winthrop st., Roxbury, Mass. 25

OFFICE WORK—Young lady, experienced in general office and switchboard work desires position; references. ETHEL M. GEARY, 71 Telegraph st., South Boston. 20

PARLOR OR CHAMBERMAID (Protestant), very neat and capable, with first-class references. Apply to MISS McCREHAN EMP. OFFICE, 126 Massachusetts av., Boston. 20

POSITION wanted as housekeeper by refined American lady of excellent executive ability; good home preferred to high wages. Address MISS H. C. ARMINGTON, General Delivery, Back Bay P. O., Boston. 23

SEAMSTRESS wishes employment; can cut and fit. MRS. A. McPHERSON, 572 Shawmut av., Boston, Mass. 20

SEAMSTRESSES wish positions. Tel. Fort Hill 3384. Address REV. G. F. DURGIN, pastor Bromfield St. Methodist Church, 42 Bromfield st., Boston (Working Girls Club). 20

SEAMSTRESS wants work by day or week; can do all kinds of work; has experience and good references; Protestant; in Cambridge or suburbs; $1.50 day and car fare. HARVARD SQ. EMP. BUREAU, 13 Boylston st., Cambridge. 25

SALESLADIES (8); must be thoroughly experienced. BROOKLINE VILLAGE EMP. & REFRENCE ASSN., 1219 Washington st., Brookline, Mass. 25

SEAMSTRESS, experienced repairing plain sewing and machine buttonhole making, wishes employment. MRS. E. H. DE LUE, 1084 Washington st., Boston. 22

STENOGRAPHER and assistant bookkeeper (25, single, residence Natick); $13.50, High and business college graduate; mention 7062. STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston; tel. Ox. 2960. 24

STENOGRAPHER wanted; Oliver machine. MORRIS & CO., 35 Fulton st., Boston. 25

SECOND WORK wanted by experienced young woman. Apply to MISS McCREHAN EMP. OFFICE, 126 Massachusetts av., Boston. 20

SPINNERS want positions in cotton and woolen mills. Mention 1833. CITY EMP. OFFICE (help furnished free), 53 Central st., room 38, Lowell, Mass.; tel. 2698. 23

STENOGRAPHER, double-entry bookkeeper; can handle cuts and copy, also do proofreading and act as private secretary; $15-$20 week; can also do court and legal work; excellent experience and references; mention 7098. STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston; tel. Ox. 2960. 24

STENOGRAPHER (18, single, residence East Boston); $6 and up; mention 7100. STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston; tel. Ox. 2960. 24

STENOGRAPHER and typewritist (40, single, residence Brockton); $6; mention 7104. STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston; tel. Ox. 2960. 24

STUDENT at School of Oratory desires position as companion or governess during the summer months. HARRIET C. PALMER, 197 St. Botolph st., Boston; phone B. B. 533-W. 20

TEACHER, with experience in public schools, wishes position to tutor in elementary branches; also give methods of teaching to teachers. SARAH J. GUNNISON, 64 Inman st., Cambridge, Mass. 22

WAITRESS AND CHAMBERMAID (27, single, residence Connecticut); $18 month; mention 7065. STATE FREE EMP. OFFICE (no fees charged), 8 Kneeland st., Boston; tel. Ox. 2960. 24

WAITRESSES, experienced, in city. BROOKLINE VILLAGE EMP. & REFERENCE ASSN., 1219 Washington st., Brookline, Mass. 25

WAITRESSES wish positions. Tel. Fort Hill 3384. Address REV. G. F. DURGIN, pastor Bromfield St. Methodist Church, 42 Bromfield st., Boston (Working Girls Club) 20

WOMAN wants position as all-round woman in small hotel. Mention 1830, CITY EMP. OFFICE (help furnished free), 53 Central st., room 38, Lowell, Mass.; tel. 2698. 23

WOMAN wishes day's work in private families; also can assist in waiting on table; can furnish best of references. MRS. MARY NOLAN, 56 Gray st., Boston. 20

EASTERN STATES

HELP WANTED—MALE

CAULKERS AND CARPENTERS wanted at once for barge work; 3 months' steady work (possibly longer) at $3 per day guaranteed. Apply in person. THE GREENPORT BASIN & CONSTRUCTION CO., Greenport, Suffolk Co., N. Y. 20

HARVEST HANDS—Parties desiring to work in the wheat harvest of Kansas will receive definite information on or about June 1, by writing to CHARLES HARRIS, Director of the State Free Emp. Bureau, Topeka, Kan. 20

JIG AND FIXTURE MAKERS, diemakers, large vertical boring mill hands wanted. Apply or communicate with the Employment Depart., WESTINGHOUSE ELECTRIC & MFG. CO., C. E. Downton, Asst. Supt., East Pittsburgh, Pa. 20

MANUFACTURERS' AGENTS wanted in Maine, New Hampshire, Vermont, Massachusetts, Pennsylvania and Ohio, to carry as side line our kitchen specialties; those calling on the department store and house furnishing trade preferred; salary and monthly commission; write, stating territory you are now covering. SIMPSON MFG. CO., 467 Broadway, New York. 20

OFFICE BOY wanted. AMERICAN STENOGRAPHIC EXCHANGE, 320 Broadway, New York. 23

CYLINDER PRESSMAN wanted with experience on fine halftone and color work; good wages; permanent position and opportunity for advancement if satisfactory; largest printing office in central New York; open shop. THE MASON HENRY PRESS, Syracuse, N. Y. 24

DRAUGHTSMEN—Mechanical draughtsmen experienced in the design of motors, generators and detail apparatus, such as controllers, switchboards, circuit breakers, etc.; state experience and salary expected; only first-class men need apply. Address Chief Clerk, Engineering Dept., WESTINGHOUSE ELECTRIC & MFG. CO., East Pittsburgh, Pa. 20

PAINTERS and paperhangers wanted; $3 per day, 8 hours; good men; Scandinavians preferred. Address, letters only, giving references. C. THEODORE LUNDQUIST, 207 E. 33d st., New York. 24

TILECUTTER, strictly temperate, long experience, would like permanent situation. GEO. M. STRONG, 52 Elm st., Flat D, Rochester, N. Y. 22

HELP WANTED—FEMALE

COAT HANDS wanted, first class; also waist helpers, good sewers, lining hands, errand girls and apprentices. Apply BRAUD & LE ROYER, 652 Madison av., New York. 24

DRESSMAKING, first class trimmers and finishers on waists. MME. HELENE, 114 E. 29th st., New York. 22

FOREWOMAN wanted to take charge of lining department in fur factory. KOHN & BAER, 43 West 33d st., New York. 20

GENERAL HOUSEWORKER (white); three in family; no laundry; references. MRS. R. T. PERCY, 952 8th ave., near 56th st., New York. 24

HOUSEWORKERS wanted; reliable, with best references, for permanent positions; good wages. PROTECTIVE AGENCY, 238 W. 100th st., New York. 20

LAUNDRESS (colored) wishes employment at home. GERTRUDE ODENS, 5 W. 132nd st., New York. 23

LAW STENOGRAPHER wanted, $10. AMERICAN STENOGRAPHIC EXCHANGE, 320 Broadway, New York. 23

MAID WANTED for general housework; four in family; $20 month; home nights. MRS. J. G. DUNSMITH, 352 West 46th st., New York. 25

MAID—Wanted, Protestant girl or middle-aged woman, reliable, strong, to take charge of small apartment with elderly woman; good home, moderate wages; references. MME. FANNY FOURNIER, Watts Court, 161 140th st., near 7th ave., New York city. Phone 1230 Audubon. 23

MAIDS—Wanted, two well-recommended German or Swedish sisters or friends in family of five; one as cook and laundress and one as second girl and to assist in care of two children; wages $5 per week each. MRS. B. F. McCREERY, 151 Ridge st., Glens Falls, N. Y. 23

MIDDLE-AGED WOMAN wanted to assist with housework and care of two small children; references required. MRS. C. W. DAKE, Cattaraugus, N. Y. 25

OPERATORS, experienced on infants' and children's caps and bonnets and white dresses; highest wages; long season. A. D. KATCHER & BRO., 524 Broadway, New York. 20

STENOGRAPHER—Woolen commission house wants A1 stenographer from June 1 to Sept. 1. WORUMBO CO., 334 4th ave., New York city. 24

YOUNG LADY wanted to assist in booking orders and making wash; good references required. A. WARENDORFF, 1193 Broadway, New York. 20

SITUATIONS WANTED—MALE

ASSISTANT MANAGER-SALESMAN, desires position in or about Boston; one familiar with New York and Boston trade; worker; best references. WALTER P. SLOAN, 581 Chestnut st., Arlington, N. J. 22

BELLBOY, New York, desires position. Mention No. 1825. CITY EMP. OFFICE (help furnished free), 53 Central st., room 38, Lowell, Mass. Tel. 2698. 23

BOOKKEEPER and office man (24), thoroughly familiar with office routine, speaking and writing English, French and German, desires position. H. BAGGELAAR, 5303 18th ave., Brooklyn, N. Y. 26

BUTLER AND VALET (French), perfect servant, splendid references, European and local; also French couple, chauffeur (some gardening), wife cook. PROTECTIVE AGENCY, 9248 Riverside, 238 W. 100th st., New York. 20

CARETAKER wishes position. CHAS. L. MUMFORD, 702 Garden st., New York, N. Y. 24

CHAUFFEUR (colored), competent, experienced, wishes position; city or country; first-class reference. CHARLES E. JACKSON, 225 W. 63d st., New York. 20

CHAUFFEUR-MECHANIC, excellent references, expert driver, mechanic, also thoroughly understands motor boats, knows England and continent, speaks French, seeks position. G. HILLHOUSE, 120 W. 71st st., New York. 24

CHAUFFEUR, experienced, licensed (19), wishes position with private family in New York city or vicinity; good address, temperate; steady worker. FRANK M. DOWLER, 229 Lincoln rd., Brooklyn, N. Y. 20

CHAUFFEUR (22, white), careful driver, desires position in or near Pittsburgh; can repair, will make himself useful; write. D. W. MEHMAN, 315 Sheridan av., Pittsburgh, Pa. 20

CHAUFFEUR (26, single), thorough mechanic, careful driver, wishes position, private or commercial; reliable, temperate, obliging; city or country; highest references. JAMES HOVAGIMIAN, 318 West 57th st., New York. 20

COACHMAN—Expert, unemployed because of former employer giving up horses, wishes to obtain a permanent position as first coachman; first-class references. B. KELLY, 2331 N. Garnet st., Philadelphia. 25

COACHMAN-GARDENER (colored), good references, desires position May 1. C. M. ARCHER, care Mr. Arrington, 15 Cornelia st., New York. 23

COMPANION, young man, desires position, highly educated, linguist, also willing to do office work if required; quiet home to proceed with study and small salary expected. For interview address R. C. FALDI, 111 Madison ave., New York. 22

DESIGNER—Young man (26), ambitious, desirous of obtaining position as assistant designer men's wholesale clothing firm; can furnish best of reference. WILLIAM SCHNEIDER, 510 Seneca av., Brooklyn, N. Y. 23

HOUSEMAN—Experienced colored man wishes position, first-class private family, as waiter or houseman, or as steward in hotel or club; 12 years' experience, A1 references; good on oysters and salads; will go out of town. EDWARD HOWARD, 1518 Stiles st., Philadelphia. 20

EASTERN STATES

SITUATIONS WANTED—MALE

MAN AND WIFE (colored) wish position in the country; wife good cook; man butler; first-class references. E. F. COLE, 119 Old Boston Post rd., Mamaroneck, N. Y. 24

MANUFACTURERS' ASSISTANT, capable, competent, experienced correspondent, superintendent of force, mechanical draughtsman, time clerk and cost accountant, desires steady position with possible advancement; highest grade references. C. WALTER CYPHERS, 742 Park av., Hoboken, N. J. 23

MEN'S FURNISHING SALESMAN, 14 years' experience medium and high grades; best references. WM. B. WATSON, 2007 N. Park ave., Philadelphia, Pa. 20

NEW YORK MAN, wide experience, desires to connect with growing concern; accustomed to responsibilities, collections, credits, corersponding; reference unquestionable. GEORGE HESS, Box 176, Bradley av., Branford, Conn. 24

POSITION of trust and responsibility by professional, temperate gentleman of 50; moderate salary. Address ALBERT BARNES, room 3, City Hall, New York city. 20

POSITION wanted in coat room in hotel or club, New York city; best references. EDWARD ELLIOTT CAMBER, 410 W. 23rd st., New York city. 20

POSITION of any kind wanted by a married man; is willing, understands how to sell diamonds. MORRIS ROTHSCHILD, 19 E. 101st st., New York city. 25

PROFESSIONAL MAN desires position to travel with and care for adult or children; very moderate wages. C. C. LANGSDORF, M. D., Box 456, Ft. Lee, N. J. 22

PROOFREADER, foundry, press, reviser, 30 years with leading New York firms, tabular, law, seeks situation; temperate, steady, reliable; references. AARON VANDERWERKER, 243 W. 131st st., New York city. 20

PLUMBER and steamfitter, 17 years' experience, good on new work or jobbing, desires position. W. E. BEACH, Ridgefield Park, N. J. 25

SALESMAN, experienced furniture and bedding, wants position; will go anywhere; best of references furnished. PAUL W. KREUZKAMP, 595 W. 178th st., New York. 20

TRAVELING COMPANION—Young Englishman, well connected, wide social acquaintance, extensively traveled, wishes position with small party or single person going abroad. GEOFFREY HILLHOUSE, 120 W. 71st st., New York. 25

YOUNG MAN (18) wishes position where he can learn mechanical drawing. E. C. WATKINS, Girardville, Pa. 20

YOUNG MARRIED MAN (25) wishes position of any kind; strong, willing and temperate. C. MUSSONE, 401 South Jefferson st., Orange, N. J. 25

YOUNG MAN (24) wants to go West after July 21; wishes to work for his fare; reliable and temperate habits, etc. Address MAURICE LEBRESCU, U. S. M. C., U. S. S. Hancock, Navy Yard, New York. 25

YOUNG EDUCATED MARRIED COLORED MAN desires position of any kind; prefer printing or office work; strictly temperate. G. H. PHILLIPS, 602 Warwick st., Brooklyn, N. Y. 20

YOUNG MAN (25), well educated and with good business acumen, seeks position with house where earnest work will win advancement; excellent references. HARRY B. DEAS, 321 West 159th st., New York. 20

YOUNG MAN (25) desires position with opportunity for advancement; unusual qualifications. C. W. ALGER, 2505 S. 20th st., Philadelphia. 20

YOUNG MAN (21) wishes position as hotel manager; experienced; references. WALTER NEWMAN, Harlem Hotel, 136 E. 127th st., New York. 23

YOUNG MAN (19) would connect with advertising agency as copy writer, or with news or trades paper as reporter; anywhere. ARTHUR W. NORMILE, 4260 Broadway, New York. 20

YOUNG MAN having few hours spare time each day would like to represent wholesale house, advertising goods, etc. in Jersey City, Hoboken and Bayonne. T. O. ROOSA, 231 Academy st., Jersey City, N. J. 20

The Christian Science Monitor

(Male Help Wanted Dept.)

Boston, Mass.

Gentlemen-

Please discontinue running the attached "ad" for we have engaged a young man for the position advertised. The young man whom we hired saw the advertisement in the "Monitor," came in the following day and was engaged.

Thanking you for running the advertisement, we are,

Yours truly

(Name furnished on application)

The foregoing is a copy of one of many similar letters which the Monitor is constantly receiving relative to its "Free Employment Exchange."

Why not try its columns when next in need of "help"?

EASTERN STATES

SITUATIONS WANTED—FEMALE

ACCOMPANIST—A good pianist would like a position as accompanist. MARION PRINCE WEIGLE, 5 Thomas st., Newark, N. J. 25

ATTENDANT—Experienced young woman, speaking German and English, sews nicely, understands manicuring, wishes position. MRS. C. HAVELOCK, 141 W. 116th st., New York. 25

ATTENDANT (English) desires position, permanent or temporary; will care for children during parents' absence; highly recommended; seaside preferred. MISS GLOVER, 2688 Broadway, N. Y. 20

ATTENDANT—Competent, refined American woman wishes position as attendant to one or two children; New York, Boston or vicinity preferred; excellent references. MISS MARY PIERCE, 68 W. 71st st., New York city. 22

ATTENDANT, COMPANION — Would also go to children; refined, trustworthy woman (Swiss) speaking French, German and English, wishes position; good references. MISS CAROLINE HAURI, 424 Ninth st., Brooklyn, N. Y. 20

CHAPERONE, social secretary or traveling companion—Educated refined woman desires position; very highest references given; city shopping attended to promptly. MRS. J. J. HURLEY, 605 West 142d st., New York; phone Audubon 6554. 25

CLERICAL—Young woman wishes position in office in Philadelphia. RENE ARTHUR MERESSE, 5525 Sprague st., Philadelphia. 25

COMPANION—Six or eight weeks, June 20 to Aug. 29, camping or traveling; first-class chaperon; best of references. MRS. ESTELLE BILLINGTON, 502 Asbury ave., Ashbury Park, N. J. 24

COMPANION—Refined woman wishes position near New York as companion-housekeeper to elderly lady or mother's assistant; capable, neat, reliable; references. MISS H. CRUMP, 161 Archer av., Mt. Vernon, New York. 23

COMPANION—Well-bred lady (forties) wishes position as useful companion; neat sewer; or take entire charge of home and servants; experienced; highest references. R. M. BROOKS, 100 West 94th st., New York. 20

DRESSMAKER, 7 years' experience artistic designing gowns, also reception and wedding outfits, desires employment; references. MRS. GARDNER, 16 W. 31st st., New York. 20

GOVERNESS—German lady requires position as governess to children; 4 years' experience; excellent references. C. GRAICHEN, 325 E. 6th st., New York. 25

GOVERNESS—Swiss lady desires position as governess to children of 4 years; long experience; English references. E. ZINGGELER, 325 East 60th st., New York. 24

HOUSEKEEPER, refined lady with daughter (10), wishes position as housekeeper or place of trust by May 1; references. MRS. MOORE, 429 West 124th st., New York. 22

LAUNDRESS, first-class, wishes employment by the day. LIZZIE DEWALL, 1830 Montrose st., Philadelphia, Pa. 26

LAUNDRESS—An Elderly woman, good laundress, wishes washing to do at home; open air drying; references. MRS. BUCKLEY, 863 Third av., New York. 25

LINGUIST, musician, elocutionist, drawing, painting, English branches, desires position, school or private; country preferred; small salary. MRS. C. D. CLARE, 46 W. 17th st., New York. 20

MAN AND WIFE (colored) wish position in the country; wife good cook; man butler; first-class references. E. F. COLE, 119 Old Boston Post rd., Mamaroneck, N. Y 24

MAID—Capable light colored woman wishes employment as visiting maid; good seamstress; best references. VIOLA BUTLER, 151 W. 132d st., New York city. 20

NURSERY GOVERNESS (visiting)—Young Swiss, speaks French, German and Italian, wishes position in Philadelphia, for morning hours; references. Address S. CRAMER, 1525 Arch st., Philadelphia. 20

SOUTHERN LADY with good references would take charge of house or apartment in New York for parties leaving city. MRS. E. THOMAS, 528 7th av., New York. 20

STENOGRAPHER—Position wanted by thoroughly experienced law stenographer; 10 years' experience; salary $20 week; willing to leave town. MRS. FRAIDA B. CALCUTT, 618 S. Warren st., Syracuse, N. Y. 20

SINGER—Soprano soloist, experienced, wishes position; church, concert or drawing room work. Address MRS. HARRIETT M. ORCHARD, 601 W. 142nd st., New York city. Phone 2220 Audubon. 25

TRAVELING COMPANION, GUIDE, speaking English, German, some French, seeks position with party; Europe, Canada, California; expenses paid, salary secondary; references. MISS CECILIA MULLER, 20 Gramercy pk., New York. 25

TUTOR—Young teacher desires a position for the summer months as tutor in elementary subjects, mathematics preferred. ELIZABETH E. GREENLEAF, 439 W. Sixth st., Plainfield, N. J. 20

VISITING SECRETARY wishes employment; competent stenographer, typewriter, correspondent and accountant; has own typewriter. MISS NEWFIELD, 622 W. 113th st., New York city. 20

CENTRAL STATES

HELP WANTED—MALE

ALL-AROUND AUTOMOBILE PAINTERS wanted, qualified on gear, wheel and body work. STREATOR MOTOR CAR CO., Streator, Ill. 24

DRAUGHTSMAN—Wanted, good man on gas-holder and tank work. CRUSE-KEMPER CO., Ambler, Pa. 25

HARVEST HANDS—Parties desiring to work in the wheat harvest of Kansas will receive definite information on or about June 1, by writing to CHARLES HARRIS, Director of the State Free Emp. Bureau, Topeka, Kan. 20

MARRIED COUPLE wanted, white; cook and laundress; houseman-butler; or two girls; private family. MRS. HOWARD FIELD, 913 Central ave., Wilmette, Ill. 26

MAN AND WOMAN wanted to live over a garage; man for garden, machines, etc.; woman to help in house when needed. MRS. DAVIS EWING, 1522 E. Olive st., Bloomington, Ill. 20

SALESMEN—First-class specialty salesmen wanted to sell fire extinguishers, spark plugs, dry cell batteries, friction tape and other automobile supplies in their own localities; county privileges granted responsible, reliable men. BUSCOBIA CO., 31 Woodward ave., Detroit, Mich. 19

HELP WANTED—FEMALE

ASSISTANT wanted—Refined woman will teach telegraphy and give home and board free to earnest young girl in return for help in the home. MRS. S. W. RISSE, 818 East 51st st., Chicago. 20

ASSISTANT wanted; opportunity for good girl to obtain a home in a beautiful city of 35,000 inhabitants; small family of 2; light work. MRS. JOHN B. WAGNER, 420 Lingle ave., La Fayette, Ind. 23

GIRL wanted for general housework; good home; good wages. MRS. E. J. WIRFS, 202 S. Prospect av., Champaign, Illinois. 24

HOUSEKEEPER (practical) wanted for family of four; take full charge, do marketing, etc. W. P. GOODING, 2707 Warren av., Chicago. 20

MARRIED COUPLE watned, white; cook and laundress; houseman-butler; or two girls; private family. MRS. HOWARD FIELD, 913 Central ave., Wilmette, Ill. 26

MAID wanted—Capable and reliable woman for general housework in family of three; no washing; please write for particulars. Address MRS. W. S. HARWOOD, 1109 East Jefferson st., Bloomington, Ill. 20

MAID WANTED—Competent girl, small apartment, no children. MRS. ELSIE McCANCE ROSS, 347 West Grand blvd., Detroit, Mich. 22

MOTHER'S HELPER—High school or college girl Saturday mornings in small apartment; refined family; Protestant only. MRS. R. K. MORSE, 5020 N. Ashland av., Chicago; phone Edgewater 5782. 20

WORKING HOUSEKEEPER wanted May 1; family two adults, one employed; 5-room apartment; call evenings or Sundays. MRS. A. M. BATES, 1211 E. 54th st., Chicago. 26

MAID wanted; general housework; good home good wages; will have washing done if desired. MRS. MARY S. O. UPDIKE, 327 Forest ave., Oak Park, Ill. Tel. O. P. 1248. 25

NURSERY MAID wanted to care for infant; reasonable wages; good home. MRS. A. E. McCLINTOCK, 323 Forest ave., Oak Park, Ill. Tel. O. P. 3366. 25

POWER MACHINE OPERATORS on net brassieres wanted. PERHAM & MORSBACH, 2120 Prairie ave., Chicago. 25

SITUATIONS WANTED—MALE

AUTOMOBILE machinist and chauffeur (38, married) with long experience, best references, wishes position as chauffeur. EUGENE NOAKES, 2446 Monroe st., Chicago. 20

AUTOMOBILIST—Man having 11 years' experience in the automobile business as salesman and garage manager, wishes position; factory position preferred; can prove ability. DAVID W. CASE JR., 111 N. Chestnut av., Green Bay, Wis. 24

COUNTRY PRINTER wants situation with chance to learn linotype; west of Mississippi preferred, but will go elsewhere. CHAS. GILSON, 901 Summer st., Burlington, Ia. 20

PLUMBER, married (25), with little experience in plumbing desires place as helper where he may complete trade. SAMMY R. SANDS, 1027 Jefferson st., Waterloo, Ia. 22

SALESMAN (24), traveling, 3 years' experience, desires proposition having large opportunity for development; will consider specialty proposition. D. H. WOODWARD, 1241 La Salle av., Chicago. 20

YOUNG MAN with general manufacturing experience desires position in executive or sales capacity; well educated; good correspondent. J. O. DAUB, 1923 E. 81st st., Cleveland, O. 24

YOUNG MAN desires position, successful record as office manager, collection manager, correspondent or something similar; executive ability, initiative, hard worker; highest possible references; first-class man strictly. R. C. McMAHAN, 5731 Von Versen av., St. Louis, Mo. 23

YOUNG MAN wants position on farm or truck farm; 3 years' experience. Address RAY PATTON, 2259 Fulton st., Chicago. 24

SITUATIONS WANTED—FEMALE

ATTENDANT OR HOUSEKEEPER—Middle-aged woman wishes position; competent housekeeper. A. B. WASHBURN, 4553 Oakenwald ave., Chicago. Tel. Drexel 5205 20

COPYIST—Lady wishes employment copying or addresing; phone Seeley 613. MRS. E. FISHER, 2667 Park av., Chicago. 20

COMPANION—Refined, trustworthy woman desires position as companion and maid to lady going abroad; excellent references exchanged. MRS. MAUDE ALLEN, 3212 Prospect ave., Cleveland, O. 25

DRESSMAKER, high-class, wishes employment; A1 references given; South Side preferred. Phone Sunday, CLARA MERRILL, Wentworth 3895, 353 S. Normal Parkway, Chicago. 23

GENERAL WORK — Colored woman wants employment by the day; neat and reliable. MINNIE NEUSOME, 3162 Armour ave., Chicago. 24

LADY would like copying or addressing. Address MRS. WOOD, care Mrs. H. C. Ogden, 4553 Oakenwald ave., Chicago. 20

LADY—Graduated French school teacher, with little girl 3 years' old, wants occupation. MRS. C. F. STEFFLER, care Mrs. Ogden, 313 E. 8th st., Rushville, Ind. 20

MAID wishes position in home where second girl is kept; good cook; either South Bend or Chicago. MISS MARY KALTHER, Knox, Ind. 25

MODISTE, first-class, experienced evening and reception gowns, wishes employment. MADAME WILSON, 3811 Delmar blvd., St. Louis, Mo. 20

SOUTHERN STATES

HELP WANTED—FEMALE

ATTENDANT—Capable, reliable girl or woman wanted as children's attendant; must be free to travel; $5 weekly. MRS. J. G. WORKIZER, Ft. Howard, Md. 24

WORKING HOUSEKEEPER wanted in family of three adults; must be trustworthy and cheerful; wages $3 weekly; references. MRS. M. BUUREL, 3443 14th st., N. W., Washington, D. C. 20

SITUATIONS WANTED—MALE

BLACKSMITH—Young man with 8 years good references desires permanent position. Address LEE MADEWELL, Richland, Tex. 20

CHAUFFEUR (20), industrious and temperate; have had experience in repairing and care of cars; can give references. HARRY B. OELLIG, 912 S st., N. W., Washington, D. C. 24

COUPLE (colored, middle-aged) would like work together; husband generally useful, all-round, wife seamstress or maid. STEPHEN J. BAILEY, 908 St. Paul st., Richmond, Va. 22

RAILROAD position wanted as ticket clerk, claim clerk, cashier, or any clerical position; 11 years' experience; best of references. Address M. G. LANGFORD, Aubrey, Tex. 20

SALESMAN (30) desires employment; experienced in bookkeeping and office management; best references desires from present employer. C. RIDGELY WHITE, 438 North Front st., Baltimore, Md. 24

SITUATIONS WANTED—FEMALE

CARETAKERS—Lady and grown daughter would like to take care of house in New York city during the summer; best of references given. Address MRS. BALDWIN, Ashland, Va. 23

COUPLE (colored, middle-aged) would like work together; husband generally useful, all-round, wife seamstress or maid. STEPHEN J. BAILEY, 908 St. Paul st., Richmond, Va. 22

HOUSEKEEPER—Protestant young woman wishes position. MISS C. M. HARREN, foot of Lancaster ter., Jacksonville, Fla. 20

HOUSEKEEPER—Position wanted by woman with two small children; references exchanged. MRS. M. E. ALEXANDER, Tom Bean, Tex. 22

WESTERN STATES

HELP WANTED—MALE

ASSISTANT PROFESSOR OF MECHANICAL ENGINEERING wanted in Oklahoma A. and M. College at Stillwater, Okla.; salary $1300; to teach drawing and other mechanical engineering subjects; good opening, pleasant location. Apply at once to RICHARD E. CHANDLER, Dean of Engineering Division. 20

HARVEST HANDS—Parties desiring to work in the wheat harvest of Kansas will receive definite information on or about June 1 by writing to CHARLES HARRIS, Director of the State Free Emp. Bureau, Topeka, Kan. 20

SITUATIONS WANTED—MALE

AD WRITER, A-1, wishes position with good firm; can handle newspaper work and any kind of advertising that is high grade; A-1 references; please give full details. EMIL STEIN, 1269 2d ave., Durango, Col. 22

MINING GEOLOGIST, experienced expert prospector, American (50), wishes engagement; go anywhere; mineral research specialist; references. CHAS. F. BLACKBURN, Yuma, Ariz. 20

NEWSPAPER REPORTER—Man (30), average reportorial education, some desk experience, wants position; hustler; temperate, reliable; start $16 or $18 week. HARRY F. WILSON, 409 W. 12th st., Pueblo, Col. 25

YOUNG MAN (24) wants to go West after July 21; wishes to work for his fare; reliable and temperate habits, etc. Address MAURICE LEBRESCU, U. S. M. C., U. S. S. Hancock, Navy Yard, New York. 25

SITUATIONS WANTED—FEMALE

HOUSEKEEPER, competent, neat and economical, good disposition, who will take charge of two children; four in family. MRS. E. E. CARLISLE, 1024 Delaware st., Butte, Mont. 24

PACIFIC COAST

HELP WANTED—FEMALE

MAID wanted for general housework and to assist with children. MRS. A. S. KALENBORN, Jeter st., near Hopkins ave., Redwood City, Cal. 22

SITUATIONS WANTED—MALE

CHAUFFEUR wishes position in private family; several years' experience, references; will hire on trial. T. H. HASSINGER, 1298 West 8th st., Los Angeles, Cal. 24

CHAUFFEUR, experienced, wants position with private family; references if required. V. R. NEWSTETTER, 3440 Dayton av., Los Angeles, Cal. 20

CAPABLE YOUNG MAN who has repaired city light arcs for 6 years, understands engineering, willing to do any kind of work. VERE H. S. MEADOWS, 430 S. Clarence st., Los Angeles, Cal. 24

FARMER, experienced (married, with family) desires position as manager; strictly reliable; Washington or B. C. preferred. WILLIAM J. CAREY, R. R. No. 1, Blaine, Wash. 20

JANITOR—Three years' janitor of church; desires similar position; best references furnished for any position of trust. THEO. STEIN, 1402 W. 9th st., Los Angeles, Cal. 20

TRAVELING SALESMAN—Single man experienced in the belting business, preferred. Address PACIFIC MILL & MINE SUPPLY CO., San Francisco, Cal. 24

YOUNG MAN (21), temperate and industrious, wants to learn dental laboratory work; small wages accepted. JOE WIKKERINK, 2112A Addison st., Berkeley, Cal. 20

SITUATIONS WANTED—FEMALE

COMPANION—Situation wanted by young woman as companion or nursery governess, party wishing to go abroad; speak German, French and English; best reference. ELIZABETH RICHTER, 354 Pinehurst rd., care M. Neely, Hollywood, Los Angeles, Cal. 24

DRESSMAKER, thoroughly experienced in first-class work, wants employment. MRS F. M. SIGSWORTH, 351 Garfield ave., Seattle, Wash. 20

GENERAL WORK, house cleaning, etc., wanted by the day; or can act as attendant. MRS. M. HINCKLE, 841½ Hawthorn st.; Phone F-3671, Los Angeles, Cal. 22

STENOGRAPHER—American woman, 10 years' experience, commercial work, with best of references, desires permanent position. MISS M. L. WILLIAMS, Los Angeles, Cal. 20

WOMAN wants two or three hours' work mornings; care of children or housework. MRS. E. FISCHER, 407 Barton av., Colegrove, Los Angeles Co., Cal. 23

CANADA — FOREIGN

SITUATIONS WANTED—MALE

COACHMAN (32) seeks situation; single-handed or otherwise; was in last place 5 years. WILLIAM CORPS, 16 Derwent st., Sunderland, England. 22

MILLER—Green Scotsman, practical stonedresser, good all-round man, wants situation. GEORGE DEEMS, 49 Store Row, Aakley, Dunfermline, Scotland. 22

THE CHRISTIAN SCIENCE MONITOR Classified Advertising Columns bring returns. A telephone call to 4330 Back Bay will give you information as to terms.

World's Latest News of Finance and Industry

BUSINESS IN THE NEW YORK MARKET OF SMALL VOLUME

Trading Is Narrow and Fluctuations Unimportant — Bethlehem Steel Preferred Makes a Big Gain

TONE IS IRREGULAR

Business on the New York stock exchange was quiet and somewhat restricted in volume today. It was a narrow, listless market and the tone was irregular. The inactivity was attributed to the interest manifested in the Titanic disaster. The Boston market was closed by reason of this being a legal holiday in Massachusetts.

Chesapeake & Ohio and the Interborough issues were heavy. Chesapeake opened off ¼ at 79½ and declined another point before midday. Interborough opened off ¼ at 19¾ and dropped a point further. The preferred declined a good fraction.

Bethlehem Steel opened off ⅛ at 38⅛, advanced to 39 and then lost most of the gain. The preferred opened up ⅛ at 66⅜ and after advancing to 68½ declined to 67 before midday.

Canadian Pacific opened off ⅝ at 251½ and then advanced a point. American Smelting opened off ¼ at 84½, sagged off ¼ and then advanced a point. Steel, Reading and Union Pacific moved within a narrow range around last night's closing prices.

A feature of the afternoon trading was further gains by the Bethlehem Steel issues. Before the beginning of the last hour the preferred was selling at 72½, a gain of more than 5 points over the opening price. The common also was higher. Western Union also displayed considerable strength.

CIRCULAR ON RUTLAND DEAL

NEW YORK—T. O. Delavan, chairman of the minority stockholders' committee of the Rutland Railway Company, has addressed a circular to the minority stockholders in which he informs them that a protest is being circulated against the recent ruling of the public service commission in which it denied the application of the New York Central railroad to sell its interests in the Rutland to the New Haven railroad.

Mr. Delavan says that this protest is in the interest of the New Haven and New York Central and that it is being presented to such of their friends as are minority holders of Rutland stock, and who are not affiliated with the committee, of which he is chairman.

Its purpose is to induce these holders to urge the public service commission to permit the consummation of the Rutland deal. Such stockholders are urged by this committee not to sign any such consent or protest.

RAILWAY EARNINGS

		Increase
CHESAPEAKE & OHIO RY.		
Second week April	$655,800	$53,307
From July 1	26,678,200	754,353
BUFFALO, ROCHESTER & PITTSBURGH		
Second week April	$119,310	*54,650
From July 1	7,501,798	89,688
DENVER & RIO GRANDE		
Second week April	$421,000	$1,300
From July 1	18,200,000	*15,300
MISSOURI, KANSAS & TEXAS		
Second week April	$433,129	*$19,007
From July 1	22,894,102	*746,869
GRAND TRUNK		
Second week April	$937,900	$46,746
From July 1	38,507,459	3,287,929
PERE MARQUETTE R. R. CO.		
March—		
Total oper. revenue	$1,266,316	*$4,725
Net oper. revenue	103,315	*111,408
Deficit	347,443	112,173
From July 1—		
Total oper. revenue	$12,598,476	$478,170
Net oper. revenue	2,429,658	*34,017
Deficit	1,587,281	270,273
MISSOURI PACIFIC		
Second week April	$930,000	$2,000
From July 1	43,277,923	1,128,838
INTERNATIONAL & GREAT NORTHERN		
Second week April	$167,000	$1,000
From July 1	8,391,294	942,946

*Decrease.

THE WEATHER

UNITED STATES WEATHER BUREAU PREDICTIONS FOR BOSTON AND VICINITY: Today rain, followed by clearing; tomorrow, fair, not much change in temperature; brisk variable winds, becoming westerly.

WASHINGTON—The U. S. weather bureau predicts weather today as follows for New England: Fair tonight and Saturday.

The storm that was central over Lake Erie yesterday morning has moved eastward, passing over this vicinity last night, and is now central near Eastport, Me. It has produced general rain during the last 24 hours in the eastern portion of the lake region and along the Atlantic coast north of Hatteras. It is followed by an area of high pressure that is producing pleasant weather with low temperatures and frosts in the central sections.

TEMPERATURE TODAY

8 a. m. 40

Average temperature yesterday, 42⅞.

IN OTHER CITIES

Buffalo	50	Portland, Me	38
Nantucket	42	Albany	52
New York	52	Pittsburgh	58
Washington	54	Chicago	42
Philadelphia	50	Des Moines	52
Jacksonville	82	Denver	56
San Francisco	56	St. Louis	54

ALMANAC FOR TODAY

Sun rises ..... 4:57 High water.
Sun sets ..... 6:30 12:10 a.m., 12:38 p.m.
Length of day..13.33

NEW YORK STOCKS

NEW YORK—The following are the transactions on the New York Stock Exchange, giving the opening, high, low and last sales to 2:30 p. m.:

	Open	High	Low	Last Sale
Allis-Chalmers	1⅛	1⅛	1⅛	1⅛
Allis-Chalmers pf	3½	3½	3½	3½
Amalgamated	82⅞	83¼	82⅜	82¾
Am Beet Sugar	65¼	66¼	65¼	65¼
Am Can	33¼	33⅝	32⅞	33¼
Am Can pf	115½	116¼	115⅜	116
Am Car Fndry	59¾	60¼	59	59½
Am Cotton Oil	52⅜	52⅞	52⅜	52⅞
Am Linseed Oil	16¼	16½	16	16⅛
Am Linseed Oil pf	40	40	39½	39½
Am Loco	43¼	43¼	43¼	43¼
*Am Malt pf	56½	56¾	56	56
Am Smelting	84½	85¼	84¼	84¾
Am Steel Fndry	35	35	35	35
Am T & T	146	146	145⅞	146
Am Writing Pa pf	34½	35	34½	34¾
Anaconda	42¾	42¾	42¼	42⅜
Atchison	108⅝	108¾	108	108
Atchison pf	103⅜	103⅜	103⅜	103⅜
Balt & Ohio	107¼	107⅜	107	107
Beth Steel	38⅛	40	38⅛	39¾
Beth Steel pf	66⅜	73	66⅜	72⅝
Can Pacific	251½	252¾	251½	252
Cent Leather	26⅝	26⅝	26⅜	26⅜
Cent Leather pf	93⅜	93⅜	93⅜	93⅜
Ches & Ohio	79½	79½	78½	79
C C C & St L pf	101½	101½	101½	101½
Chi & Gt West	18¾	18¾	18¾	18¾
Chi & Gt West pf	36½	36½	36½	36½
Chi M & St Paul	110⅝	110⅝	110¼	110½
Chicago Traction	3⅝	3⅝	3⅝	3⅝
Chicago Traction pf	10	10	9¼	9½
Chino	29¾	29⅞	29¼	29¼
Col Fuel	30½	30½	30½	30½
Corn Products	15½	15½	15⅜	15⅜
Corn Products pf	83	83	83	83
Crex Carpet Co	75	75	75	75
Del & Hudson	170	170	170	170
Erie	36⅝	37	36⅝	36⅝
Gen Motor Co	35½	35½	35½	35½
Gen Motor Co pf	74¼	74¼	74¼	74¼
Goldfield Con	4¼	4⅜	4¼	4⅜
Gt Nor pf	131⅜	131½	131⅛	131¼
Gt Nor Ore	39⅞	39⅞	39⅞	39⅞
Harvester	117	117	117	117
Ill Central	130	130	129⅞	129⅞
Inter-Met	19¾	19¾	18¾	19
Inter-Met pf	58	58¼	57¾	58
Int Marine	4⅞	4⅞	4¾	4¾
Int Marine pf	20¼	20¼	19⅝	19⅝
Int Paper	14	14	13⅞	13⅞
*Kan & Tex pf	63⅞	63⅞	63⅞	63⅞
Lake Erie & West	15½	15½	15½	15½
Lehigh Valley	164½	164½	164⅛	164⅛
L & N	159¾	159¾	159¾	159¾
Miami	25¾	25¾	25¾	25¾
M St P & SSte M	141½	141½	141½	141½
Missouri Pacific	43¼	43½	43¼	33½
N Y Central	119	119⅝	118⅝	118¾
Nat Lead	57	57	57	57
N R of Mex 2d pf	29⅜	29⅜	29⅜	29⅜
Nevada Cons Cop	19¾	19¾	19¾	19¾
N Y C & StL	58⅝	59	58⅝	59
Norfolk & Western	120¾	120⅞	120¾	120¾
Norfolk & Western pf	112½	113¼	112½	113¼
North American	83¾	83¾	83¾	83½
Ontario & Western	39¾	39¾	39⅝	39⅝
Pacific T & T	48	49	48	49
Pennsylvania	125¼	125⅝	124¾	124¾
Peoples Gas	108⅝	108⅝	108⅝	108⅝
Pittsburg Coal	21¼	21½	21	21
Pittsburg Coal pf	86	86	86	86
Pittsburg Steel pf	102	102	102	102
Pressed Steel Car	35	35	35	35
Pressed Steel pr	103	103	103	103
Quicksilver Min	6½	6½	6½	6½
Ry Steel Spring	33½	33¾	33½	33¾
Ray Cons Copper	19⅞	19⅞	19½	19½
Reading	164⅞	165⅜	164	165
Reading 1st pf	90⅞	90⅞	90⅞	90⅞
Republic Steel	23¾	23¾	23¼	23½
Rock Island	29	29⅛	29	29
Rock Island pf	56⅞	56⅞	56½	56½
Sears Roebuck	163¾	163¾	163⅜	163⅜
Southern Pacific	112¾	112¾	112¾	112¾
Southern Railway	29⅝	29⅝	29⅝	29⅝
Southern Ry Pf	73¾	73¾	73¾	73¾
St L Southwestern	33½	34	33½	34
St L & S F 2d pf	41¼	41¼	40¾	40¾
Texas Pacific	24	24	24	24
Third Ave w i	37½	37½	37⅛	37⅛
Unw'd Typew'tr	101½	101½	101½	101½
Union Pacific	171½	171⅞	171⅛	171¾
Utah Copper	63½	63⅞	63½	63⅜
U S Realty C & I	76¼	76¼	76¼	76¼
U S Steel	70⅞	71⅜	70¼	70⅞
U S Steel pf	112½	112½	112⅜	112⅜
Va Caro Chemical	49¾	49⅞	49¼	49¼
Wabash	8⅞	8⅞	8⅞	8⅞
Western Maryland	62	62	62	62
Western Union	82½	84	82½	83⅞
Westinghouse	75	75	75	75
Wheeling & L E	8¾	8¾	8¾	8¾
W & L E 2d pf	13¼	13¼	13¼	13¼
Wisconsin Central	56½	56½	56½	56½

*Ex dividend. †Ex-rights.

GEORGIA TOWN TO SPEND $150,000

LAGRANGE, Ga.—The city council has passed resolutions to ask the next Legislature to give LaGrange the right to vote on a bond issue of $150,000 for a water works plant, $15,000 for additional school facilities and $50,000 for a gas plant, aggregating $215,000 bond issue for local public improvements.

In addition propositions are pending for a $40,000 auditorium and a $12,000 electric laundry plant to be privately operated, making a grand total of $267,000 worth of new buildings and public works for LaGrange in the first six months of 1912.

NEW STEAMSHIP LINE PROPOSED

KINGSTON, Jam.—The Jamaican government has authorized negotiations with the Canadian government for the subsidization of a line of steamers to run between Jamaica and Halifax, thence to England, with Boston as a port of call in the winter.

A proposal has been submitted to the government by Canadians looking to the formation of a million-dollar company to acquire 50,000 acres of banana lands on the north side, recently taken over from a New York company.

FINAL GINNING FOR GEORGIA

WASHINGTON—Final census ginning returns, exclusive of linters, place total outturn for Georgia in crop of 1911 at 2,794,295 bales. Corresponding outturn of 1910 was 1,812,178 bales, compared with 1,850,135 for 1909.

AIR BRAKE COMPANY FINANCES HAVE HAD A VARIED HISTORY

Wide Fluctuations in Price of Stock Since Company Was Formed—Plants Are Now Busy With Orders

ITS RUSSIAN TRADE

A varied career has been that of the New York Air Brake Company so far as its financial operations and dividend payments are concerned. In its annual report for 1908 the company reported a deficit in its balance sheet of $261,465. In 1909 this was wiped out and a surplus of 87618 substituted which in 1910 was increased to $155,906. Convinced that the prosperity which the company was enjoying would continue and warrant the payment of 6 per cent dividends, in July, 1910, payments were started at that rate. They were continued for five quarters and then suspended with the result that the annual report for 1911 showed a deficit in the balance sheet of $245,953, about $15,000 less than that of Dec. 31, 1908.

The gross sales and income, manufacturing costs and all expenses, operating ratio and net earnings for the four years have been as follows:

Yr. end. Dec. 31—	Gross income	Costs and exps.	Oper. ratio	Net earnings
1908	$1,601,007	$1,237,507	77.24%	$364,100
1909	2,115,115	1,660,244	78.49	454,871
1910	2,030,198	2,060,337	76.58	629,861
1911	1,644,295	1,414,797	86.06	229,498

The interest payments, balance for dividends, per cent earned on the $10,000,000 stock and dividends paid for the four years have been as follows:

	Interest	Bal. for dividend	Earned on stk.
1908	$120,000	$244,100	2.44%
1909	181,800	269,084	2.69
1910	181,800	448,060	4.48
1911	181,800	47,798	.48

In 1910 3% paid on stock, and in 1911 4½%.

In 1911 the margin above interest requirements was very small and explains why a 6 per cent bond with 16 years to run is selling below par.

The working capital of New York Air Brake is ample for the business, being over $1,000,000 larger than the gross business of last year. The current liabilities represent only current bills and accrued interest. The comparison is as follows:

	Current assets	Current liabilities	Working capital
1908	$1,683,549	851,201	$1,632,348
1909	1,806,576	251,128	1,555,448
1910	3,527,883	56,701	3,471,182
1911	2,952,060	66,052	2,886,008

The explanation of the shrinkage in earnings in the last 18 months is that since the railroads had to adopt a policy of retrenchment because of the agitation in rates and the deferring of the decision of the interstate commerce commission, orders were cancelled or suspended and none were placed which were not absolutely necessary.

In November of 1911, however, conditions took a turn for the better. A number of large orders for car and locomotive brakes were received and orders have continued up to the present time. During the slack period of the earlier part of the year, the company had accumulated a fair-sized stock of car brakes and so was well able to meet the suddenly accelerated demand without largely increasing the rate of production which is now better than 75 per cent. Orders for locomotive brakes, however, have to be filled from specifications, and the company's locomotive brake shops have been running over time for some time past in order to meet the demand.

The principal plant of New York Air Brake is in Watertown, N. Y., but it has had for the last 10 years a large factory in Moscow, Russia, the combined output of the factories being 500 sets of air brakes daily when running full. The Russian trade has been a large money maker in the past. When the railway equipment industry is good in the United States, the business is a very profitable one. Dividends of 8 per cent a year were paid from 1899 to 1907 inclusive, but no annual reports were issued until 1908.

The stock sold at $14 a share in 1898 and the next year at 230 on beginning 8 per cent dividends. While paying 8 per cent dividends, the stock did not go below 110 and in 1905 and 1906 sold above 160. When the dividend was passed after the panic of 1907 it sold at 47½ but recovered to 98 in 1908. When dividends were resumed in 1910, it went to 95½ from 59 but dropped to 45 again in 1911 when they were suspended for the second time.

Some time previous to the 1907 panic, an attempt was made to secure an option on control at $150 a share, but the panic prevented the plan being consummated and no attempt has been made to renew negotiations since, with the price at times at one-third the amount offered in 1907.

VAULT FOR U. S. GOLD ASKED

WASHINGTON—United States treasury's storage capacity for gold coin and bullion will be exhausted in 10 years, according to a letter sent to Congress by Secretary MacVeagh. He asks for an appropriation of $322,000 for the construction of a five-story gold storage vault in the assay office at New York, the front of which is now being rebuilt.

NEW YORK BONDS

Following are the transactions in bonds on the New York Stock Exchange, giving the high, low and last sales to 2:30 p. m. today:

	High	Low	Last
Am Ag Chem 5s	102¼	102¼	102¼
Am Smelting 6s	104¾	104¾	104¾
Am T & T col	91	91	91
Atchison gen 4s	99½	99½	99½
Atch cv 4s 1960	103⅝	103½	103⅝
Armour 4½s	91⅞	91⅞	91⅞
Baltimore & Ohio 4s	98½	98¼	98¼
Bethlehem Steel 5s	99¾	99	99⅝
Ches & Ohio cv	93½	93½	93½
C B & Q 4s	96⅝	96⅝	96⅝
Central Leather 5s	95½	95½	95½
Erie cv B	80⅛	80⅛	80⅛
Int Met Mar 4½s	65⅝	65½	65½
Interboro Met 4½s	82⅝	82⅜	82⅝
Japan 4½s	92⅝	92⅝	92⅝
Lackawanna 1915s	91	91	91
N Y City 4¼s	101¾	101½	101½
N Y City 4½s	107⅛	107	107⅛
N Y City 4s 1958	100	99⅞	100
N Y City 1959	100	100	100
Northern Pacific 4s	99⅝	99⅝	99⅝
Reading gen 4s	98¼	98⅛	98¼
Rock Island 4s	89¼	89¼	89¼
Southern Pacific cv	95	95	95
Southern Pacific 4s	95	95	95
Third Ave 5s	72¼	72¼	72¼
Toledo 4s	63½	63½	63½
Union Pacific cv	103¼	103¼	103¼
U S Steel 5s	102⅝	102¼	102⅝
Wabash 4s	64¾	63¾	64¾
West Shore 4s	100⅝	100⅝	100⅝

GOVERNMENT BONDS

	Opening Bid.	Opening Asked.	Closing Bid.	Closing Asked.
2s registered	100½	101	100½	101
2s coupon	100¾	101¼	100¾	101¾
3s registered	102½	103	102½	103
3s coupon	102⅝	—	102⅝	—
4s registered	114	114¾	114	114¾
4s coupon	114¼	115	114¼	115
Panama 2s	100¼	—	100¼	—
Panama 1936s	100¼	—	100¼	—

PRODUCE MARKETS

Boston Prices

Flour—Spring patents $5.60@6.20, winter patents $4.85@5.20, winter straights $4.50@5, Kansas $5@5.60, winter clears $4.40@4.70, spring clears, in jute, $4.40@4.70.

Millfeed—Spring bran $30.25@30.75, winter bran $30.50@31, red dog $32.50, middlings $30.25@30.50, mixed feed $30.75@32.75, cottonseed meal $31.50@33.

Hay—Choice 30@31c, No. 1 New York $27.50, No. 1 Canadian $27@27.50, No. 2 $25.50@27.50.

Straw—Oat $11.50@12, rye $21@22.

Corn—Spot, No. 2 yellow 93½c, No. 3 yellow 92½c, steamer yellow 92c, ship No. 2 yellow 92½@93c, No. 3 yellow 92@92½c, yellow 86@86½c.

Oats—Spot No. 1 clipped white 67½c, No. 2 clipped white 65½c, No. 3 clipped white 63c, ship fancy 38 lbs 67@67½c, reg 36 lbs 65@65½c, reg 34 lbs 64@65c.

Butter—Northern creamery, 32c; western, best, 32c.

Eggs. — Fancy, nearby hennery, 24c; western, best, 21c.

Beans—Pea, choice, per bu, $2.60@2.65; medium, choice hand picked, $2.50@2.60; California, small white, $2.90@2.95; yellow eyes, best, $2.40@2.50; red kidneys, choice, $2.75@2.80.

SENTIMENT IN THE WEST BETTER

CHICAGO—Western investors are affected more favorably by railroad financing, than unfavorably by political radicalism. St. Paul was the one road which had unequivocally declared its pessimism, so its announcement of ambitious projects helps sentiment more than similar announcements by other roads. Crop conditions as a whole are basis of growing optimism in commercial as well as financial circles.

Railroad earnings inspire confidence. Comparisons in gross are favorable, while operating costs are gradually working downward as a result of multiplicity of small economies and persistent efforts for higher average efficiency. There is more steel business West now than ever before. No serious labor disturbance appears imminent.

Money market has begun to reveal underlying strength. Bankers say money was at no time as cheap as it looked and cannot see how stocks can be bulled very extensively if their calculations prove correct.

NEW FRUIT RATE TO AID VALLEY

PUYALLUP, Wash.—New rate established by the state public service commission for fruit raised within a 100-mile radius of any cannery, will aid the Puyallup valley ranchers.

The new rate specifies that all fruit shall be carried to a cannery for one half of the usual merchandise rates. Fruit shipped to market will not come within the scope of this law. The object is to conserve the fruit.

The new rate will increase the supply of canning material, and in a measure tend to reduce the cost of the finishing product.

WYOMING TO HAVE HER TRIAL IN JUNE

ROCKLAND, Me.—The battleship Wyoming will have her builders' acceptance trial on the Rockland course during June, according to information from the Cramps of Philadelphia.

The Wyoming has a displacement of 26,000 tons, being nearly 5000 tons larger than the present largest ship in the United States navy.

M'ADOO TUNNEL SYSTEM HELPED BY HIGHER FARE

For the three months to April 1 traffic of the McAdoo tunnel system has averaged 164,000 persons daily, an increase of 3 per cent or 4 per cent above the same quarter of the 1911 year. This does not by any means tell the entire story, however. The McAdoo tunnels are now getting the benefit of an advance in fares affecting 45 per cent of traffic. During March, for example, there were 2,285,000 passengers who paid an extra two cents for their transportation. This is equivalent to a gain of 914,000 extra five-cent passengers during the month. It means that an additional $45,000 per month is being carried directly into net profits.

In this connection a New York banker prominently identified with the property says: "The Hudson & Manhattan railroad is now safely earning its fixed charges. Less than 160,000 persons daily are required to enable the company to pay the interest on its bonded debt. This, of course, allows for the large miscellaneous income derived from rentals of our big office buildings and ground rents. In a broad way it is safe to state that the company has turned the financial corner. Its troubles are behind it. It is now simply a case of patient waiting for earnings to expand as they are bound to do. Another twelve months will almost certainly see the property earning 4 per cent to 6 per cent on its preferred stock."

Last Sunday the temporary station at Summit avenue, Jersey City, was thrown open to traffic. The Pennsylvania railroad will go ahead with the erection of a permanent station at this point, after which the Hudson & Manhattan service will be pushed on to Newark. The Summit avenue station means a big gain in traffic, principally from the connecting lines of the public service corporation of New Jersey which will center at this point for connection with down town New York.

IMMENSE AREA IS INUNDATED

MEMPHIS, Tenn.—The break in the main line levee on the Mississippi river Wednesday four miles below Rosedale, Miss., and another on the Arkansas river, added 25,000 persons to the list of those made homeless in southern Arkansas, northeastern Louisiana and northwestern Mississippi, the yellow flood inundating an area of rich cotton country almost as large as the New England states.

The water is rising rapidly at Tallulah, La. Rescue officials are trying to carry the inhabitants to Milliken's Bend, where a temporary refugee camp will be established immediately. This camp is to be protected by the national guard.

TEACHERS BUYING WASHINGTON LAND

WHITE SALMON, Wash.—H. L. Douglas, formerly of Maine, and Pacific Northwest representative for the American Book Company, is colonizing a large tract of land with teachers and persons connected with education institutions.

Associated with Mr. Douglas are Mr. Chilcoth of Heath & Co., Mr. Hebus of the same company, Miss Fleming of the music department of Ginn & Co. and F. Ellsworth of the American Book Company.

Mr. Douglas has selected a tract of land 12 miles up the valley for the colony, commanding a view of not only White Salmon valley but beyond to Mt. Hood. Trees will be planted in 60 acres.

NORTHERN PACIFIC TO RAISE TRACKS

TACOMA, Wash. — Northern Pacific railroad will elevate its tracks through Spokane, Wash. The work will necessitate the reconstruction of about two miles of road. Rails will be laid on an earth embankment and, although at first the line will be double tracked only, space will be provided for four tracks.

In addition to track elevation, a rearrangement of the company's shops and roundhouses at the outskirts of the city will have to be made. Total cost of these improvements will probably reach between $3,000,000 and $4,000,000.

Several years will be required to finish the work.

POTATO ACREAGE TO BE INCREASED

FISHERVILLE, Ky.—The potato crop for 1912 will be the largest in the history of this section of the state. If the yield measures up to the acreage being devoted to potatoes this year, the crop will be 50 per cent larger than that of any other year, for 50 per cent more ground is being devoted to the crop.

The sum of nearly $200,000 will be spent in marketing the 1912 potato crop, on which farmers expect to receive a gross revenue of about $358,000. Thus a profit of about 75 per cent is expected to be made.

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MARCH TRADE IN EXCESS OF OTHER MONTHS

WASHINGTON — March exports exceeded by more than 25 per cent those of any earlier March, aggregating $205,332,928 against $161,933,204 in March last year, the former high record for March exportations. The imports were larger than in any March except that of 1910, aggregating $156,625,083, against $139,041,926 in March of last year and $162,999,485 in March, 1910, the former high record March imports.

This brings the total exports for the nine months ended with March, 1912, to $1,771,329,733, against $1,596,473,559 in the corresponding month of last year. This marked increase in March exports is due largely to heavy exportations of cotton.

The imports for the nine months ended with March show a larger total than in any corresponding period, being $1,203,113,137, against $1,154,778,055 in the corresponding months of 1911 and $1,184,311,123 in the corresponding months of 1910, the former nine months' high record for these imports.

Of the $156,625,083 value of imports in the month of March, 1912, $79,996,456 or 51.08 per cent entered free of duty and of the $1,203,113,137 value of imports in the nine months ended with March $640,940,619 or 52.27 per cent entered free, against 51.44 per cent in the corresponding months of 1911; 49.37 per cent in the corresponding months of 1910, and 46.85 per cent in the corresponding months of 1909.

NEW BOND ISSUES QUICKLY TAKEN

The real feature of the bond market both in New York and Boston is the alacrity with which new issues are quickly absorbed. It is the exception when a new block of bonds or notes does not pass from first to second hands inside of 48 hours of the time it is offered.

The offering of $14,000,000 Chicago Telephone bonds by N. W. Harris & Co. and Lee, Higginson & Co. was a striking illustration of sustained buying power and the ability of the bond market to take big blocks of high-grade bonds at a single sitting. Close to two thirds of the bonds were distributed in Chicago in part by the western members of the banking syndicate and only a comparatively limited number came to the New England market.

Another large security offering of the week has been the $10,000,000 Erie collateral trust 5 per cent notes. These notes are understood to have been oversubscribed principally on heavy New York buying. Less than $2,000,000 of the issue will come to New England which in the past has been a heavy buyer of Erie note issues. But that was in the days of 6 per cent notes. Erie's steadily improving credit has cut down the income return and restricted buying of this note issue to the bigger New York banking institutions.

THE GRAIN MARKET

C. F. & G. W. Eddy, Inc., of the Boston Chamber of Commerce, received the following from their Chicago correspondent:

Wheat—The damage news was again sensational, and wheat advanced sharply with the seaboard at new high levels. Western prices were strong, with trading very active. The crop reports are now working west of the river, and Snow was out with a serious report as to the amount of wheat abandoned in Missouri. The sensational estimates regarding the prospects continue to dominate the situation, and the extreme figures have now dropped to 325,000,000 bushels, although the conservative figures are only a little under the April government indications, with average loss allowed for the harvest and average abandonment also allowed for.

Corn — Firmer, influenced by the strength in wheat. The improvement was also partly due to covering in by yesterday's late sellers and some speculative buying as the result of the break of 2 cents a bushel yesterday from the high of the day. Weather was favorable for field work, although the prediction was for unsettled weather West.

Oats—Market opened up, reacted, but again steadied. Oats are influenced by the talk of late seeding, on the one hand, and seeding seems to be from five to ten days late in the central West. In the large Northwest producing sections work is progressing rapidly, and the season is still early.

B. & M. HIRING SECTION MEN

New section and track men are being hired by the maintenance of way department of the Boston & Maine railroad for the spring setting up of the roadbed whereby 2,500,000 ties will be used.

Work has commenced on the new piece of road between South Vernon and Brattleboro on the eastern side of the Connecticut river. The Grand Trunk is still using the section of Boston & Maine tracks between Windsor and Brattleboro.

COTTON EXPORTS LARGEST BY TWO MILLION BALES

WASHINGTON—Cotton exports in the fiscal year ending with June will exceed by approximately 2,000,000 bales the highest exports of any earlier year. The largest exportation in any fiscal year was that in 1907, aggregating 8,708,469 bales, while the exports for the nine months ending with March, 1912, according to the latest figures of the bureau of statistics, department of commerce and labor, show a total of 9,418,297 bales, justifying the estimate that the total for the 12 months ending with June will be fully 2,000,000 bales in excess of the former high record year, that of 1907 above alluded to.

Curiously, however, the cotton exports, although by far the largest in quantity, will fall in value materially below that of certain earlier years. In the nine months ending with March the total quantity exported was 9,418,297 bales, against 7,110,271 bales in the same months of last year, a gain of more than 2,000,000 bales for the period in question, but the total value of the 9,500,000 bales exported in the current year was only $494,978,030, against $531,488,214 for the little more than 7,000,000 bales exported in the same months of last year. For the nine months of 1912 the average export price of cotton has been only about 10 cents per pound, while the average export price in the corresponding months of last year was 14½ cents per pound.

Even this average rate of 10 cents per pound for the current year is, however, materially higher than that of numerous earlier years. In 1909 the average annual export price was 9.4 cents per pound; in 1905, 8.6 cents; in 1910, 7.8 cents; and in 1899, 5.6 cents per pound, the lowest annual average since the civil war, while the average export price for the fiscal year 1911, 14.5 cents per pound, was higher than that in any fiscal year since 1875.

While exports have increased to all cotton manufacturing countries, the greatest percentage of increase is to the cotton producing countries of China and India. For the nine months ended March, 1911 and 1912, respectively, the exports of cotton to the United Kingdom increased from 3,145,251 to 3,767,170 bales; to France, from 944,093 to 1,062,326; to Germany, from 1,868,088 to 2,731,524; to Italy, from 347,294 to 507,397; to Spain, from 178,353 to 244,240; to Japan, from 142,513 to 391,285; while to China, to which country we exported no American cotton in the full fiscal year 1911, the exports of cotton for the nine months ended March, 1912, were 41,605 bales. To India, to which country we sent only 530 bales of cotton in the fiscal year 1911, the exports for the nine months ended March, 1912, were 68,080 bales. The exports of cotton to India and China are remarkable as the former country is the second largest cotton producing country and China the third.

The exportation to India is caused by a decreased production and the poor quality of cotton of the last year's crop. The exports to China have increased by reason of a variety of causes—the comparatively low price of American cotton; the holding back of home cotton for higher prices and the disturbed conditions in that country. The large increase in the exports to Japan is caused by the comparatively low price of American cotton, as that country always buys large quantities in years of low priced cotton.

ATCHISON'S CAR LOADINGS

CHICAGO—For the week ended April 13, the Atchison loadings on the system's rails amounted to 17,518 cars, as compared with 16,896 for the same week last year. There were received from foreign connections 4323 cars, against 4025 a year ago, making the total movement 21,841 cars this year, contrasted with 20,921 in 1911, an increase of 920 cars.

THE COTTON MARKET

NEW YORK—The cotton market opened barely steady, 6 to 11 points lower: May 11.34@11.35; June 11.40 offered; July 11.47; August 11.51@11.52; October 11.58@11.59; November 11.61@11.62; December 11.64@11.65; January 11.63@11.64; February 11.64 offered; March 11.70.

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Latest Market Reports ◉ Events of Interest to Investors

STEEL COMPANIES' PROFITS STILL UNCOMFORTABLY SMALL

Bethlehem Company Conspicuous in Being Able to Report Improvement Last Year Over Previous Fiscal Period—Large Foreign Contracts

NEW YORK—Bethlehem Steel is the only steel company to report for the year 1911 an improvement over the year 1910. Its earnings for the common stock were larger in 1911 than in 1910, and its profits increased 4 per cent, while those of every other company so far reporting have been less.

Sloss Sheffield made the most unfavorable showing of the seven companies discussed below, as for the first time in 10 years it failed to earn anything on the common stock. In 1909 2 per cent was earned on the common, and in 1911 the preferred dividend was not earned by 1 per cent. Gross sales showed a decrease of 10 per cent.

Republic Iron & Steel fiscal year ends June 30. The publication of semi-annual statements of earnings makes possible a comparison of the calendar year 1911 with 1910. The profits of the company fell off 25 per cent, and where 11.3 per cent was earned on the preferred stock in 1910, 7.8 per cent was earned in 1911. This was the company which started the open market in steel products which precipitated the decline in prices, which came to a head last November and from which there has been but slight recovery.

Nova Scotia Steel and Coal is out of the United States but it experienced the same loss in business and reported a decrease in gross sales of 13 per cent and showed 6 per cent on the common stock against 7 per cent in 1910.

Lackawana Steel gross sales decreased 33 per cent and the surplus for the stock was ¼ of 1 per cent against 7¼ in 1910. Cambria Steel does not report gross sales but gross profits decreased 33 1-3 per cent and 6.2 per cent was earned on the stock against 10 per cent in 1910.

The United States Steel Corporation reported a decrease in gross sales of 12½ per cent and 5.9 per cent earned on the common stock against 12.2 per cent in 1910. The earnings for the common stock were reduced 50 per cent while the surplus for the common stock of Bethlehem Steel was actually increased over 1910.

Some other companies like Colorado Fuel Iron and Crucible Steel have fiscal years ending with June 30 and their reports did not include any of the period when the cut prices were in effect so they are not available for comparison.

The earnings statement for the last quarter of the United States Steel Corporation will not be made public for about three weeks. There will be a great deal of interest in it on account of the freely offered prophecy that the common dividend was not earned even with the plants operating at a high percentage of capacity. The plants are now operating at 90 per cent of capacity and on work which was taken at competitive prices. The output of the combination is larger today than ever before in its history and it is probable that the volume of business will sufficiently offset the small margin of profit to permit of the common dividend being earned.

Republic Iron & Steel is operating at about the same ratio of capacity as United States Steel and if present prices are maintained will be able to show a profit which will be pleasing to the preferred stockholders who have been deprived of their dividends temporarily. There has not been much improvement in the position of Sloss-Sheffield. The iron ore market has not advanced sufficiently to permit them to show much profit and the company is handicapped by the lack of skilled labor in the south while to import it from the north would be too expensive.

Unitl the railroads do more buying than they have, Lackawanna Steel will not show much improvement. Its products comprise mostly heavy materials, although it is carrying out a policy of diversification of products which will benefit earnings greatly. The output in 1911 was the smallest since 1908 and one third of it was rails. The profit per ton of products was 11 cents.

Charles M. Schwab is living up to his reputation as the ablest steel man in the country. In a period when other companies were experiencing a loss in earnings he forged ahead. He has made contracts for a supply of ore from abroad which is especially adapted to his manufacture, he has sought and obtained large contracts from foreign governments, he has reduced his operating costs to the lowest possible limit, and he has strengthened the position of his company mightily by withholding dividends until working capital is sufficient for the needs of the business.

AMERICAN CAN IS IN MUCH BETTER FINANCIAL SHAPE

NEW YORK—When American Can officials vote in December to put the preferred on a 7 per cent basis and declare an extra dividend to cover part of back payments on the stock, the company will be in the best possible shape for such action. American Can will show a larger increase in earnings and profits applicable to dividends for 1912 than for any previous year.

Depreciation will not be as large for this year as last, when almost the entire increase in profits was put aside for this account. This will leave a greater surplus for accrued dividends on the preferred, which now amount to nearly 35 per cent, or about $14,000,000. After this year, however, there will be no further increase in this back dividend total, and directors will declare an initial payment on this account of about 2 per cent in December, payable Jan. 1 of next year, making a start toward erasing back dividends and getting the common issue in line for payments.

For 1911 Can would have shown about 10 per cent earned on the preferred had not depreciation charges taken the entire increase in net, about $2,000,000. This year will show about $6,000,000 applicable to dividends, equal to 14.3 per cent on the preferred, if present conditions and business are a criterion. The company is in strong position as to cash, having about $3,600,000 in hand, and with a surplus of $7,600,000, payment of 7 per cent as regular, and back payments of at least 8 per cent, would not put the company in jeopardy.

The recent phenomenal rise in common stock is in anticipation of payment of all accrued dividends on the preferred and, later, the beginning of payments on the junior issue. This may not be, however, for several years, as officials will not put all increased earnings into dividends.

ERIE NOTES

NEW YORK—New York dealers who took parts of $10,000,000 Erie notes found little demand from New York city banks and insurance companies, but institutions out of the city have been large buyers. Individual investors have shown good demand for notes in $5000 and $10,000 lots.

UNITED STATES STEEL

NEW YORK—The Steel Corporation is understood to have closed contracts for between 50,000 and 75,000 tons of steel rails. Shipments of the Steel Corporation in current quarter are estimated at over 3,700,000 tons, which is at the rate of over 12,400,000 tons a year

FINANCING OF INTERBOROUGH RAPID TRANSIT

Interborough Rapid Transit has coming due on April 29 an issue of $10,000,000 4½ per cent one-year notes, which will probably be extended at the same rate of interest or possibly at 5 per cent for another year.

Had negotiations for the building of the new subways progressed more rapidly the plan was to fund these notes with a new issue of first mortgage 5 per cent bonds. In fact it is likely that the entire bonded debt of Interborough would have been overhauled and the present $30,552,000 45-year first mortgage 5s would have been called in order to make the new issue of 5s an absolute first mortgage. Some such step will undoubtedly be necessary to give new bonds the market that the financing of this new subway construction requires.

However, with only two weeks' interval the prospects are remote that negotiations with the city can be brought to a head quickly enough to warrant the refunding of the maturing notes through issuance of any portion of a big new mortgage issue covering the entire property.

Interborough Rapid Transit has outstanding at present a total of $40,552,000 bonds and notes. The new subways, on the lines already laid down, will cost the company $77,000,000. In order to take care of the present bonds and pay for the subways the company would therefore need to create a big new first mortgage issue of $125,000,000 to $150,000,000.

MARCONI STOCK TO BE INCREASED

NEW YORK—At a special meeting of the stockholders of the Marconi Wireless Telegraph Company of America, held in Jersey City Thursday, the proposition to increase the company's capital from $1,662,500 to $10,000,000 was approved by a vote of 75 per cent of the stock. About 100 stockholders were present.

Of the new stock about $7,000,000 will be offered for subscription at par to the present stockholders in the probable proportion of five shares of new stock for one share of old.

The subscription rights may be exercised between April 20 and May 6.

The stock sold for cash will be used for improvements and other corporate purposes.

Secretary Bottomley stated that the company would make formal application to have the new stock listed on the New York curb market, and the board of directors was considering the qustion of making application to secure a listing on the New York stock exchange.

SEABOARD AIR LINE DIVIDEND OUTLOOK UNDER DISCUSSION

Upon the recent declaration of the regular dividend on Western Maryland preferred stock, the question was raised as to how soon dividends on the Seaboard Air Line railway preferred might be expected, especially as the dominant interest of the Western Maryland controls the Seaboard Air Line. In connection with this, attention is called to the earnings of the two companies for the last fiscal year:

	Western Maryland	Seaboard Air Line
Gross earnings	$7,200,934	$22,606,453
Net earnings	2,520,706	6,006,601
Fixed charges	2,329,380	3,672,451
Balance	760,326	3,078,155

Out of the balance given above the Western Maryland paid dividends of 4 per cent on its preferred stock, made appropriations of $140,000 for betterments, and carried $219,000 to its surplus account, whereas the Seaboard Air Line, after paying interest on its adjustment 5s, carried to its surplus account $1,829,000, or nearly nine times as much as the Western Maryland.

It may also be noted that the Western Maryland earned one and one eighth times its fixed charges, whereas the Seaboard Air Line earned more than twice its fixed interest. Capitalization comparisons are interesting, as follows: Western Maryland $108,525,230 ($170,375 per mile) as compared with $160,189,790 ($53,280 per mile) for the Seaboard Air Line; Western Maryland's ratio of gross earnings to capitalization is about 6½, as compared with 13 per cent on the Seaboard Air Line.

Arguing from these figures many security holders of the Seaboard insist that that company is in a much better position than the Western Maryland to pay dividends on its preferred stock. Furthermore, it is pointed out the Seaboard has a large amount of refunding 4s in its treasury to be issued from time to time for corporate purposes, whereas the Western Maryland 4 per cent mortgage is a closed one.

In view of the fact, as stated above, that the inteerests are similar in the two companies, it is said to be reasonable to expect that their policy will be to begin paying regular dividends on Seaboard Air Line preferred stock as soon as there is a turn in the company's earnings. It is asserted that circumstances do not justify the disparity disclosed in market prices.

BALTIMORE & OHIO MARCH EARNINGS ARE ENCOURAGING

NEW YORK—Baltimore & Ohio for March will show a fine gain in gross and substantial increase in net. Movement of soft coal was largely responsible, but other business picked up enough to bring about substantial earning improvement had coal business been only normal.

Balance for $131,912,000 common in nine months to March 31 must have been between $6,800,000 and $7,000,000, or, say, 4½ per cent. The road will have to do but little better than last year to make 3½ per cent in the final quarter, so that 8 per cent may be expected for the year. This would compare with 6.8 per cent in 1911.

The outcome of the present year and 1913 means much to Baltimore & Ohio, as on June 1, 1913, $50,000,000 three-year 4½ per cent notes fall due. While directors have not yet considered what form the financing will take, it is understood that banking people have had in mind an issue of convertibles, and, to make such a security attractive, a fair margin over the 6 per cent dividend is desirable.

About the only cloud on Baltimore & Ohio's horizon is the demand for higher wages by engineers Baltimore & Ohio was hit pretty hard by the last wage increase, which imposed a burden on its income of about $1,800,000 per annum. Through improvements, President Willard was able to save from economies so far this year just about the equivalent of the wage increase, and now he is asked to open purse strings again.

DIVIDENDS

The Cambria Steel Company declared a regular quarterly dividend of 1¼ per cent on its stock payable May 15 to holders of record April 30.

The National Lead Company has declared the regular quarterly dividend of 1¾ per cent on its preferred stock, payable June 15. Books close May 24 and reopen May 29.

The Eastern Tale Company has declared the regular quarterly dividend of 1¾ per cent on the preferred stock, payable June 15 to stock of record June 5 and the regular quarterly dividend of ½ of 1 per cent on the common stock, payable April 30 to stock of record April 25.

The Amalgamated Copper Company has declared a dividend of $1 a share for the quarter or at the rate of $4 a year. This is an increase of 50 cents over the quarterly payment the company has made since 1908. The dividend is payable May 27 to holders of record April 27.

UNIFICATION WOULD MAKE BIG TRANSPORTATION SYSTEM

New England Lines Would Be Second Only to Pennsylvania in Point of Gross Earnings—A Most Densely "Railroaded" Territory

The New England Lines, the name recommended by the Governor of the commonwealth to designate the unified New Haven and Boston & Maine roads, if incorporated into law by the Legislature, would represent a transportation system second only to Pennsylvania in point of total gross earnings. This of course includes the earnings of the various subsidiary companies of each. Combined gross of New Haven and Boston & Maine systems in the 1911 fiscal year was $133,855,372, just larger than that of Southern Pacific and comparing with Pennsylvania's $160,000,000. There would be in the hands of the public as representing this railroad system practically $200,000,000 par value of stock and $296,000,000 of bonds, a total just short of half a billion dollars.

New England is unique as regards its railroad transportation problem. Next to the territory served by the roads converging into New York city, it is the most densely "railroaded" section of the country. Compared with an average of eight miles of railroad per 100 square miles for the country as a whole, New England, group 1 in the interstate commerce commission classification, has an average of 16.72—over twice as great. On the other hand, the density of the population served is shown by the fact that per 10,000 inhabitants New England has only 18 miles of road compared with 26 for the entire country.

Take Massachusetts for example: this state has more railway lines for its area than any state in the union except New Jersey, and still has the least mileage per 10,000 inhabitants of any state except Rhode Island.

The feature of railroad operation in New England is that it is primarily a passenger territory, of short haul passenger traffic especially. Group 1 alone of the 10 sections into which the railroads of the country have been divided, reports locomotive and train mileage of passenger service greater than of freight service. New England has a passenger traffic density, that is, the number of passengers carried one mile computed per mile of line, of 375,048 compared with 138,169 for the entire country, and 314,187 for the states just to the west of the New England line.

Furthermore, the average trip of a passenger in New England is only 19 miles long, against 33 in the United States, and the receipts per passenger are only 33 cents compared with 64 cents for all roads. The freight traffic is characterized by the shortest haul of any section, less than 94 miles, against an average of 138, and a train load of 263 compared with 380 for all groups.

Tabulated below are certain significant statistics which show the unique railroading conditions prevailing in this northeastern corner of the country, compared with group 2 which is nearest this section in character, roughly covering the states of New York, Pennsylvania, Maryland and New Jersey, and compared also with the average figures for the roads of the entire country:

	N. E.	Group 2	U. S.
Mile per 100 sq. mi.	16.72	21.82	8.08
M. per 10,00 inhab.	18.21	10.98	26.14
% pass. tr. mi. to fr. tr. mile	150%	89%	86%
Av. journey per pass.	19.02	22.32	33.50
Av. rec. per pass.	$.33708	$.37831	$.64617
Pass. density	375,048	314,187	136,169
Av. haul per ton	93.78	127.68	138.31
Train load	263	502	380

Recommendation of the lease of Boston & Maine to New Haven calls attention to the predominating intercompany relation among the New England roads. Of the total of 8120 operated mileage in this section 3669, or 45 per cent, is operated under lease. The two major systems of New England are medleys of leases. No less than 336 separate companies went into the New York, New Haven & Hartford and 126 into the Boston & Maine. All of these, of course, are not under lease, but the formation of the big railroad companies in this part of the country was by the process of consolidation, and the high percentage of leased lines is the result.

Men prominent in Boston's financial affairs seem reluctant to express for publication any views which they may have of Governor Foss's plan providing for a lease of the Boston & Maine to the New Haven, a tunnel connecting the north and south stations, and the electrification of the so-called metropolitan district, a project calling for the ultimate expenditure of $100,000,000. President Mellen himself refuses to discuss the project until some concrete idea may be had of just what restrictions the Massachusetts legislature may impose.

BOSTON & ALBANY IMPROVEMENTS FOR THE CURRENT YEAR

A Million Dollars to Be Expended in New Tracks, Sidings, Remodeling and Strengthening Bridges

WILL ISSUE BONDS

The Boston & Albany has planned improvements for the current year which will cost $1,025,500, to be provided for out of issue of $1,000,000 bonds, approval of issue of which is now before the railroad commission. This expenditure will be made on new tracks and sidings, remodeling and providing additional delivery yards, new buildings and strengthening of bridges, and will affect the lines principally east of Springfield.

The company has prepared for the railroad commission a detailed schedule setting forth distribution of proceeds of new bonds and improvements to be authorized for current year.

For third-tracking from Park's corner to Ashland, $55,000 is provided, which will provide continuous fourth track from Ashland into South Framingham, thereby relieving the very considerable congestion due to freight trains being delayed to take water at that point.

With the increase in business the road has found it necessary to extend sidings at various points to hold additional cars, due to the increased length of trains. At a cost of $65,000, passing tracks and sidings will be constructed at eight points.

Due to elimination work through Worcester it has been found necessary to do considerable rearrangement of the yard facilities to secure prompt handling of local Worcester freight and $250,000 has been provided for remodeling freight delivery yard and providing additional yard facilities there.

To provide proper accommodations for express companies, as well as freight and storehouse accommodations, buildings are proposed for West Springfield, Pittsfield and Worcester, to cost $145,000.

At present a large number of platforms at stations are too short, and it is purposed to extend them at West Springfield and at stations from South Framingham to Boston.

It is proposed to expend $350,000 in strengthening about 50 bridges.

To bring signalling up to the proper standards, the company purposes to expend $22,000 at Newton Highlands and Newtonville.

For industrial sidetracks, improved track material and fastenings, and other miscellaneous improvements $75,000 has been provided.

LAKE NAVIGATION TO OPEN SOON

Lake navigation is expected to open toward the latter part of April or at least by May 1, at which time the summer rail-water rates of 18 cents per hundred weight on copper shipped from Michigan will become effective.

The winter all-rail rates, which for a number of years have been 35½ cents per hundred weight, were recently reduced to 28½ cents and the 10-cent cut from that figure will be made with the departure of the first boat from the copper docks.

Upon their summer deliveries the Michigan copper companies save the difference of 17½ cents per hundred weight in freight rates for net, which during the open months of the year is quite an item to the big shippers.

It has ordinarily been the custom for the Michigan mines to withhold, if possible, shipments of copper for the few weeks preceding the opening of navigation in order to enjoy the benefits of the saving in freights.

WILL SHIP COAL TO EGYPT

FAIMONT, W. Va.—The Consolidation Coal Company has received an order to ship 50,000 tons of coal to Egypt to be used on the state railways.

LONDON MARKETS PRESENT RATHER ROBUST ASPECT

LONDON—The Easter holidays found markets quite robust. Although the labor troubles had not been dispelled as easily as hoped, there was little sign of giving away. Because they were in good condition the markets were well sustained. There is no stock about and little or no account open, and when this is said we have the explanation of the confidence felt. There is quite a disposition to hoist prices whenever opportunities offer, and optimism has been rather marked in the direction of copper shares, Argentine securities (on the maize harvest prospects) and Canadian rails.

There is a good deal of accumulated capital. The public is making more inquiries. Investors have been keenly excited by the many minor sections in which speculators have made money recently, e. g., shipping shares, the Marconi group, London electric railway and 'bus groups and so on. Brokers are talking more optimistically all round. New investments in recent months have made little claim upon the public, and the conditions are now technically favorable for new financing.

The retention of big government balances at the Bank of England, which will be continued under the chancellor of the exchequer's present scheme, many foreshadow dearer money in London. There is some fear of too much control by the Bank of England, which, however, will not lead to sufficient stringency to hamper the stock market. The increase in gold demand for Argentina, and the fear of gold exports to Brazil have to be borne in mind in foreshadowing the monetary prospects.

STANDARD OIL SUBSIDIARIES

NEW YORK—Following table gives the latest quotations of the Standard Oil subsidiary companies:

	Bid	Asked
Anglo-American	14	14¾
At. Refining	240	475
Borne-Scrymser	225	275
Buckeye Pipe	120	130
Chesebrough	675	725
Colonial Oil	125	175
Continental Oil	800	950
Crescent Pipe	60	65
Cumberland P.	90	110
Eureka Pipe	275	290
Galena Signal pf.	135	150
Galena Signal	230	240
Indiana Pipe	100	120
National Trans.	35	37
New York Transit	285	295
Northern Pipe	100	110
Ohio Oil Co.	98	102
Prairie O. & G.	255	265
Solar Refining	625	650
Southern Pipe	175	200
Southwestern Penn Pipe	150	180
South Pennsylvania Oil	600	700
Standard Oil, Cal.	180	190
Standard Oil, Indiana, new	235	237
Standard Oil, Kansas	240	280
Standard Oil, Kentucky	350	450
Standard Oil, Nebraska*	300	350
Standard Oil, New York	400	420
Standard Oil, Ohio	220	225
Standard Oil, N. J., ex-sub	396	400
Swan & Finch	800	1000
Union Tank	45	60
Vacuum Oil w. i†	145	155
Vacuum warrants	40	50
Washington Oil	20	35
Waters-Pierce	2300	2700

*Rights on. †New stock.

WABASH BONDS DEPOSITED

Winslow S. Pierce, chairman of the Pierce-Kuhn, Loeb & Co. Wabash refunding mortgage committee, states that there has been actually deposited with the committee approximately $14,000,000 par value of the bonds and that additional pledges have been given the committee of further deposits sufficient to constitute a clear majority of the total outstanding issue of the bonds.

GENERAL ELECTRIC

NEW YORK—Although only meagre details regarding the matter are obtainable, there is excellent reason for believing that the management of the General Electric Co. now has under consideration the offering to stockholders at par of between $22,000,000 and $25,000,000 10-year 5 per cent convertible debentures, which will be convertible into stock of the company at par after five years.

NICKEL PLATE ROAD HAS COMPARATIVELY GOOD FISCAL YEAR

Slight Increase in Gross Revenues Notwithstanding Unfavorable Operating Conditions Encountered

TRAFFIC STATISTICS

In spite of unfavorable operating conditions, the New York, Chicago & St. Louis railroad has a comparatively good year in 1911. Gross revenues increased $19,131, while total expenses increased proportionately $190,542, or 2.0 per cent and took 71.25 per cent of gross earnings, or the largest proportion of gross since 1907. Reduced receipts from sources other than railroad operation made for a total net income of $2,999,918, or a falling off of $318,970 from the corresponding previous period.

Charges were about on the same level as in 1910, and consumed 49.49 per cent of net earnings as against 43.96 per cent in 1910. The company's surplus earnings at the end of the year of $1,515,068, after deducting 5 per cent for the first preferred and 5 per cent for the second preferred and including the deduction of $78,000 for sinking fund provision, are equal to 5.66 per cent on the $14,000,000 outstanding common stock as against 8.2 per cent on a corresponding amount of common in the previous year.

The more important results of operation since 1904 have been:

	Gross	Expenses	Total inc.	Surplus before divs.
1911	$11,258,008	$8,020,198	$2,999,918	$1,515,068
1910	11,238,877	7,829,656	3,318,888	1,859,827
1909	10,076,207	6,719,374	3,255,907	1,703,180
1908	9,221,456	6,473,378	2,483,499	987,809
1907	10,465,671	7,761,900	2,722,985	1,421,955
1905	9,902,209	7,579,698	2,579,318	1,282,615
1905	9,408,730	7,020,550	2,119,086	1,284,731
1904	8,645,375	6,858,146	1,842,385	1,223,107

An analysis of the company's cash position as of Dec. 31 shows current assets, excluding materials and supplies, of $4,190,518 and current liabilities of $1,690,858, as compared with current assets of $5,927,071, current liabilities of $1,965,709 and working capital of $3,961,362 in 1910. The falling off of $1,471,702 in working assets since last year was largely occasioned by $1,650,350 reduction in bills and accounts receivable since last year. Strangely enough the company's capital account shows an increase in value of road and equipment of $1,254,698 and a decrease in funded debt of about $78,000. The company's surplus earnings after the discharge of dividends was $295,068, which carried to profit and loss amounted to $2,071,088, against $2,495,408 in 1910 and $1,772,526 in 1909.

The company's traffic statistics indicate that movements of merchandise were on about a parity with last year. Its revenues per ton mile were 0.515c., as against 0.504c. last year, indicating a somewhat increased revenue from haulage of freight. Passengers carried numbered 827,522, against 820,781 in 1910, while revenue per passenger per mile was 1.62c. in 1910 and 1.62c. in 1909 and 1908.

Taken as a whole, the company's 1911 operations reflect conservative management and the gradual growth of business along its lines warrants the belief that a substantial improvement in earnings will be obtained in ensuing years.

THE LONDON MARKET—CLOSE

		Advance
Consols, money	78⅛	⅛
do account	78⅛	⅛
Anaconda	42¾	*⅜
Atchison	108⅜	..
Canadian Pacific	252¼	*⅛
St. Paul	110¾	⅛
Erie	30⅞	*⅛
do 1st pref	55⅞	⅜
Illinois Central	150	¾
Louisville & Nashville	150½	⅛
New York Central	119	*½
Pennsylvania	125¼	*⅛
Reading	165	*¼
Southern Pacific	112⅝	*¼
Union Pacific	172	⅛
United States Steel	71¼	⅛

*Decline.

DIRECTORY OF Manufacturing and Wholesale Firms

ADDING AND LISTING MACHINES
Louis C. Chase, 179 Summer St., Boston. Comptograph Adding Machine and Millionaire Calculating Machine.

ADDRESSING IMITATION TYPEWRITER LETTERS AND HAND-DISTRIBUTING
The Boston Mailing Co., 394 Atlantic Ave., Boston, Mass.

BUILDING CONTRACTORS
Whitcomb & Kavanaugh Co., 6 Beacon St., Boston.

BOOKBINDERS EDITION AND MISCELLANEOUS
Dudley & Hodge, 290 Washington St., Boston, Mass.

DESK AND OFFICE FURNITURE
W. B. Badger & Co., 182 Portland St., Boston.

ELECTROTYPERS
Dickinson Electrotype Foundry, 270 Congress St., Boston.

ELASTIC WEBBING
Lapworth Webbing Co., 413 Summer St., Brockton, Mass., manufacturers of superior elastic webbing for use and corset supporters.

ENGRAVING, DESIGNING, HALF-TONE AND ETCHING
Franklin Engraving Co., 290 Franklin St., Boston, Mass.

ENGRAVING (STEEL AND COPPER PLATE)
McKenzie Engraving Co., 153 Franklin St., Boston.

GRANITE AND MARBLE POLISHERS' SUPPLIES
Harrison Supply Co., 5-7 Dorchester Ave. Extension, Boston.

HEATING (STEAM & HOT WATER)
Gurney Heater Mfg. Co., 188-200 Franklin St., Boston.

INSURANCE AGENTS AND BROKERS
Hinckley & Woods, 32 Kilby St., Boston, Mass.

LOOSE LEAF AND MANIFOLD BOOKS
A. E. Martell Co., 139 Devonshire St., Boston.

MILLINERY GOODS
Millinery Goods, Manufacturers of Trimmed, Untrimmed and Ready-to-Wear Hats. J. F. Strehle & Co., 639 Arch st., Phila., Pa.

OFFICE EQUIPMENT, Steel Furniture
The General Fireproofing Co., 161 Devonshire St., Boston, Mass.

PAPER DEALERS
Andrews-Burr Paper Co., 51 India St., Boston, Mass.

PAPER DEALERS (Wholesale)
Bay State Paper Co., 327-335 Summer St., Boston, Mass.

PAPER DEALERS AND MANUFACTURERS' AGENT
The Arnold Roberts Co., 130 Congress St., Boston, Mass.

POWER, HEATING and VENTILATING
Cleghorn Co., 54 Batterymarch St., Boston.

PRINTERS' ROLLERS
Wild & Stevens, Inc., 5 Purchase st., Boston

STEEL CASTINGS
George H. Smith Steel Casting Company, Milwaukee, Wis.

WOOL
F. N. Graves & Co., 234 Summer St., Boston.

NEWS BY CABLE AND CORRESPONDENCE

GREAT REGROUPINGS IN BRITISH POLITICS SEEN IN NEW STEP

Two Sections of Opposition Now Fused as Unionists May Attract Moderates From Ranks of Liberals

BREAK INEVITABLE

(Special to the Monitor)

LONDON — The fusion, which for a long time has been inevitable, of the Liberal Unionist and Conservative parties, is now definitely about to take place. For a long time past it has been obvious that the Liberal Unionists were more conservative than the Conservatives themselves and only the sentiment of preserving the organization has prevented the amalgamation taking place earlier.

In the immediate future both the Conservative and Liberal Unionist parties, as such, with their respective organizations will cease to exist and instead there will be a Unionist party alone with one organization. The name Conservative has largely died out, and except in the purely party organizations, the name Unionist has prevailed for many years. The difference therefore, on the surface, will be one of administration pure and simple.

In reality there is much more behind the move. It is the preliminary step towards the formation of what it is hoped will be a new party, into which the moderate Liberals of the present coalition will be able to be received when the moment of their inevitable break with the advanced Radical section takes place. Year after year, as the Liberal Unionists and Conservatives have drifted towards one another, the Radicals and Liberals have drifted towards the Labor and socialistic ranks.

Regrouping Inevitable

It is absolutely inevitable that before many years, possibly many months, have passed away, the moderate Liberals will be in alliance with the Unionists and in the natural course of events will be received into that party. It is just as certain that the Radicals cannot stand alone and will inevitably drift into the Labor socialistic camp. There will then probably be a return to the great dual parties of the past, and instead of Parliament breaking up into groups on the continental system the groups will be swallowed up in a new political distribution.

The Radicals may preserve their individual existence for a time, working in connection with the Labor Socialist party as the Liberal Unionists in the past worked in connection with the Conservatives. But though the left of the House may remain more or less a coalition for some time to come, it is equally certain that the right will remain a united body.

In these circumstances people are asking themselves on which side the leaders of the present ministerial coalition will be found. Winston Churchill is understood to have accepted the office of first lord of the admiralty, and to have adopted a line essentially gratifying to the Unionist benches, as a prelude to taking his stand with the new party when the moment comes.

Mr. Asquith and the lord chancellor will inevitably be found in the same camp, indeed it is well known that Mr. Asquith is tired of leadership and it is understood that he will be by no means adverse to accepting the office of Lord Chancellor in a cabinet with which he found himself in sympathy. With these would inevitably be Sir Edward Grey and it would be a curious swing of the pendulum which found Mr. Asquith lord chancellor and Sir Edward Grey foreign secretary of a ministry presided over by Mr. Balfour, in which those quondam Liberals, Lord Lansdowne and Austen Chamberlain represented the right, while John Burns, the hero of the great dockers' strike, represented the left.

Mr. Lloyd-George Doubtful

In such an amalgamation it would be curious to know where Mr. Lloyd-George would stand. Would he be chancellor of the exchequer of such a coalition, or would he be the leader of the new Radical party? It seems probable that the leadership of the new Radical party would be his inheritance or that of Mr. Harcourt, commonly credited though the latter may be with moderate views.

The new Radical party might, however, amount to anything or nothing. If it should remain an anti-socialistic party it would be very much in the position of the National Liberals in the present Reichstag, for the dominating influence on the left of the House will undoubtedly be an enlarged and stronger Labor party, though just how socialistic that party will be remains to be seen. The extreme wing of the left would be, in these circumstances, either a purely socialistic party led by such men as Mr. Lansbury, Keir Hardie, Victor Hartsborn and M. Smillie, or perhaps even a syndicalist party under a leader who has yet to emerge.

Speculation on such a point as this, however, is more or less futile, for the simple reason that the syndicalists themselves have not yet reduced their creed to a working one, and at the moment are rather a set of doctrinaires than a body of practical politicians.

Whatever happens, the name Conservative is going and going immediately, just as the name Tory went after the great reform bill. It was Sir Robert Peel, coming into office in the year 1834, with Lord Aberdeen as his foreign secretary, and Mr. Gladstone ultimately in the colonial office, who first adopted the name Conservative. It was then that the stalwart Whig, Lord Macaulay, spoke of Mr. Gladstone as the rising hope of the stern and unbending Tories, and remarked that the new "cant word" Conservative was coming into politics to take the place of Tory.

LADY PASSENGER DEPICTS FLIGHT ACROSS CHANNEL

(Special to the Monitor)

LONDON—Miss Davis, the lady whose feat in flying the English channel as Mr. Hamel's passenger, has aroused a great deal of interest and enthusiasm in France, lately told the story of the flight to a representative of the Standard, in the course of which she said that they had waited for the last four or five months for a favoring northerly breeze to help them on their way.

During those months a north wind had only blown on three days, and on one of these occasions they found that Salmet had started before them on the same route, and they did not care to follow in his wake. Finding on the night of March 31 that a northerly breeze was prophesied for the next day, Mr. Hamel and Miss Davis prepared to start, and at 5 a. m. on the Monday were down at the aerodrome, only to find that one of the wings of the aeroplane was damaged. After an hour or two of hard work this was set right, everything was overhauled, the tanks filled and the start made at 9:30 a. m.

The first part of the journey to Rochester was difficult, owing to a strong and gusty wind, but later the day was glorious and they passed over the south of England at an average height of between 6000 and 7000 feet. Miss Davis was given charge of the pump for renewing the petrol supply, had to keep one finger on the map to indicate where they were, and at frequent intervals was required to draw up Mr. Hamel's fur gloves, which would slip down over his wrists.

As they got over the channel the motor suddenly stopped and to her surprise she found that they were coming down to earth in a magnificent volplane. Mr. Hamel explained that the magneto had failed and they swooped downwards from 6000 feet in diminishing curves looking for a place to land, which was finally found in a field near Cape Grisnez. They were soon surrounded by peasants from whom Mr. Hamel borrowed a bicycle and rode off to Ambleteuse, leaving Miss Davis alone. A customs official arrived to ask whether she had anything to declare, to which she replied she had nothing except what she stood up in.

After Mr. Hamel's return it was found that nothing was wrong with the Bleriot except that the pumping had not been sufficient to supply the motor. So they started off again for Hardelot, where they remained for a couple of hours with M. Bleriot. At a quarter to four they resumed their journey and passed over Amiens cathedral, which looked like a toy beneath them; and at length saw the white towers of the Sacre-Coeur at Montmartre and the Eiffel tower, and in a few minutes were planing down in a splendid long sweep at Issy.

Miss Davis enjoyed the trip immensely, and considers Mr. Hamel a wonderful master of the Bleriot machine. She regrets not being able to try with Mr. Hamel to beat the altitude record with a passenger at the next meeting at Hendon, but, as they do not intend flying back to England, the machine cannot arrive here for eight days.

WESTERN AUSTRALIA SHOWS REMARKABLE EXPORT EXPANSION

(Special to the Monitor)

PERTH, W. Aus.—The year 1911 saw a somewhat remarkable expansion in the export trade of western Australia to British possessions, although there was a slight falling off in the value of the exports to the United Kingdom.

The total exports for the 12 months to countries outside the commonwealth were valued at £9,171,198, an increase of £3,832,254 on the corresponding figures of the previous year, accounted for mainly by consignments of gold which had been held back in 1910.

Of the whole amount, exports to the United Kingdom were worth £2,515,396—a decline of £658,556 on those of the previous year. Those to British possessions were worth £5,776,708, as compared with £1,524,155 in the previous year; £879,094 were sent to foreign countries, an increase of £238,257.

The chief increase in the exports to individual countries were in those to India, Cape Colony, Natal, Germany and the United States. To British countries, including the United Kingdom, the exports represented over 90 per cent of the whole.

ONE OF GREAT GATE CHURCHES OF LONDON TO COME DOWN

(Photo specially taken for the Monitor).

St. Botolphs, Aldersgate, rebuilt in 1790 on former site of church, and now to pass

(Special to the Monitor)

LONDON—One of the four great gate churches of London is soon to be pulled down. The ground on which it stands is valuable, and a church is no longer needed in this business locality. The benefice will, therefore, be united with that of Christ Church Newgate, and another of the old landmarks of the city will disappear.

There were once four St. Botolphs, all dedicated to an East Anglian saint, and each standing at a gate of the city. Thus Billingsgate, Aldgate, Bishopsgate and Aldersgate each had a church. That of Billingsgate was destroyed at the time of the big fire of London, the other three escaped.

St. Botolphs Aldersgate was, however, rebuilt in 1790 on the old site, a Jacobean pulpit being the only relic still remaining of the ancient church. St. Botolphs stands in the center of a large open space, which once formed its churchyard, and which is used as a recreation ground for the people who live around it.

Milton and Richard Baxter were amongst its distinguished parishioners, and were probably often within the walls of the original building. Aldersgate street has, indeed, a fine history of its own, for here once stood Lauderdale house, the residence of Lauderdale, the minister of Charles II., who formed the "Cabal," whilst near by was Shaftesbury house, built by Inigo Jones, and Petrie house, the home, in Elizabethan times, of the Petrie family, used as a state prison when Cromwell was protector, and later still, as the abode of the bishops of London, when the episcopal residence in St. Paul's churchyard was demolished after the fire.

It was once contended that Shakespeare had lived at 134 Aldersgate street, and the inhabitants actually put up a board which announced, "This was Shakespeare's house," but there was no evidence to prove the truth of the assertion, and the claim has been abandoned.

LECTURER TELLS OF SURFACE TENSION AND CHEMICAL ACTION

(Special to the Monitor)

LONDON—Sir J. J. Thomson is giving a series of lectures at the Royal Institution, London, on molecular physics. In the lecture on March 23, the fifth of the series, the lecturer began by describing some of the effects of surface tension on chemical action.

He then gave an interesting explanation of the effect of filtering through a substance with fine pores, or through fine powders. In a solution whose surface tension is greatest when the solution is strong, there is a tendency for some of the salt to go from the surface to the interior; whilst if the surface tension of a solution is greatest when the solution is weak some of the salt tends to go towards the surface.

Suppose a solution of the latter kind is passed through a long tube, the concentration tends to increase at the sides of the tube, some of the salt sticks to the walls of the tube, and the liquid is purified. To illustrate this an experiment was shown where a solution of potassium permanganate was placed over finely divided silica. As the solution passed through the silica it gradually lost its color and finally appeared as pure water.

As another example of filtering, a piece of filter paper (blotting paper would do as well) was dipped into a solution of permanganate. The color rose up to a certain height in the filter paper forming a zone of color, but the water rose still higher forming a colorless zone. The process of capillary analysis is useful and forms a definite department of chemistry. By its means certain substances can be separated from each other, and this was illustrated in the lecture by an experiment very similar to the last one.

Sir J. J. Thomson then described the action of an inorganic ferment and the absorption of gases by finely divided matter, and further on in his lecture he spoke of the chemical process known as peptonization. Certain substances, known as stabilizers, when added to a colloidal solution that has been coagulated, make the whole thing go into solution again. An experiment was then made. A little hydroxide of iron (a positive solution) was added to a negative solution of arsenious sulphide and the solution immediately became cloudy. Then more iron sulphide was added and the solution became clear again.

"This may perhaps explain a remarkable chemical phenomenon," the lecturer stated. "If some ammonium bichromate is dissolved in a thin film of gelatine and then a drop of silver nitrate is put on it, the precipitate formed is seen to be a beautiful series of concentric rings. Suppose, when the silver nitrate and ammonium bichromate meet and a ring of deposit is formed, that one of the products acts as a stabilizer. This stabilizer diffuses out and while in a sufficient quantity prevents a deposit from occuring. When it becomes too weak chemical action would again go on and another ring of deposit be formed and also more stabilizer. Thus the process would go on and successive rings be formed. It may also be by an analogous process that the rings often seen in agates are formed."

Continuing, Sir J. J. Thomson said that there is a kind of colloidal solution in which the particles are in the liquid state; for example, a solution of gelatine in water. These solutions form jellies and their properties are very interesting. A very dilute solution can sometimes be made to turn into a jelly and "It is said," the lecturer jokingly declared, "that the goal of soap making is to make a lump of water stand on end."

Solid alcohol is another illustration of a jelly which contains very little solid matter, and it is commercially useful as instanced by the solid methylated spirit sold for boiling picnic kettles.

Some of these solutions when above a certain temperature are homogenous, but as they cool they settle into two parts. Dr. Hardy has examined this process under a microscope, and in a solution of gelatine, alcohol and water, he saw small spherical bodies forming; then these bodies stuck together and formed a network until the whole solution was filled with links of solid spheres enclosing in the links the liquid part. This kind of jelly is very squashy, but when a solution containing more gelatine is examined the process is seen to be turned inside out and a honeycomb structure is formed; this jelly too is much stiffer than the other and resembles glue.

TWO MACEDONIAN ENVOYS ON VISIT TO GREAT BRITAIN

(Special to the Monitor)

LONDON—Dr. L. Miletitch and Dr. Ivan Gherorgoff, both of the University of Sofia, are reported to have arrived in London. These two professors, who were in St. Petersburg recently, have been entrusted by the Macedonian revolutionary interior committee with a mission "to place before the great powers the present situation in Macedonia, and to plead for these rights, a struggle for which is sanctioned by international acts."

It is the intention of the professors to lay their plan before the foreign minister, Sir Edward Grey, and at the conclusion of their visit to London, they intend to proceed to Paris and Rome before returning to Sofia.

JAPAN NAMES NEW MINISTER

(Special to the Monitor)

TOKIO, Japan—Lieut.-Gen. Baron Yusaku Uehara, who is at present commanding the fourteenth army division, has been appointed Japanese minister of war in succession to Lieutenant-General Baron Ishimoto. Baron Uehara, who served as chief-of-staff to the fourth army under General Nodzu during the Russo-Japanese war, has held the post of inspector-general of military education, as well as other important appointments.

TEST OF SUGAR BEET GROWING IS SUCCESS IN SHROPSHIRE, ENG.

Trial Is Very Satisfactory and Crop Great Though Exceptional Dry Season Was Unsuitable to Plant

RESULT ENCOURAGES

(Special to the Monitor)

LONDON—The trials of sugar beet growing in Shropshire, which were undertaken by the Harper Adams Agricultural College at the request of the board of agriculture, have proved very satisfactory, an enormous crop having been obtained although the season was undoubtedly not in favor of beet.

Principal Hedworth Foulkes has issued a report, from which it can be learned that the plan adopted for preparing the land, was similar to that which is usually employed in the cultivation of mangolds, up to the time of "rowing up," when different treatment was undertaken. The sugar beet was put in after the wheat, the soil being a heavy loam and in good condition. In May the sowing took place, and 14 days afterward the plants were showing above ground.

The agricultural correspondent of the Morning Post states that the cost of cultivation was carefully noted, and in this instance amounted to £5 17s. 4d. an acre. Owing to the exceptionally dry season little trouble was experienced in taking up the crop by hand and without the aid of implements. The seed was sown on the flat the rows being 15, 18 and 21 inches apart. It was found that where the seed had been sown in narrow drills on the flat the best return was obtained.

About 18 tons of sugar beet leaves were dried and used for fodder. Some difficulty was experienced in getting the leaves properly dried and the process proved to be costly. After the drying process, which reduced the bulk from 18 tons to two tons, the leaves were stored in a granary for three months and were used to feed the dairy cows.

In the case of sugar beet the entire cost of cultivation came to £12 8s. 8d. as against £10 13s. 5d. for mangolds per acre. Principal Coutts expressed great satisfaction that so considerable a weight of sugar beet was grown in so dry a season, the sugar content averaged 17.65 per cent which is remarkably high. He considers the season's work has produced very encouraging results.

ITALIAN KING NAMES FAMOUS MUSICIAN MEMBER OF SENATE

(Special to the Monitor)

ROME—In the list of 23 new senators who have just been nominated by King Victor Emmanuel, the name of Arriogo Boito, the famous musician and friend of musicians, figures conspicuously.

The clause in the statutes specifying the qualifications for nomination to the Senate says, "for brilliant services in the sciences, belles-lettres and the arts," but so far whenever artists or scientists have become senators it has been under the nomenclature of professors, members of literary or scientific societies, or else as landowners. Boito, who ranks among the most eminent musicians in Italy, is nominated as professor and member of the Royal Society of Naples.

Arriogo Boito is a native of Padua, though Milan is his city of adoption, the city in which his work "Nerone," the completion of which has been so eagerly awaited, will be first given. It was in Milan, also, in 1862 that he obtained his first successes which sent him to Paris and to the society of Verdi, Berlioz and Rossini.

The name of Boito is integral to the chronicle of music and literature of the period. A musician and a writer, he has kept in close touch with the various influences and personalities which have contributed to the evolution of music both at home and abroad.

"Mephistopheles," his chief work, was performed in Bologna in 1875. It is the work for which he is best known by the general public.

SALONIKA STATION FOUNDATION LAID

(Special to the Monitor)

CONSTANTINOPLE—Djavid Bey, minister of public works, has laid the foundation stone of the new station which is to be the terminus of the railway at Salonika. The contract for the construction of the station has just been signed by Djavid Bey, and by it the three railway companies interested, namely the Austrian, German and French, will bear the cost of construction which, it is estimated, will amount to f.3,000,000.

OIL ENGINES FOR SHIPS DISCUSSED IN LONDON

Vessel With Diesel Motors Is Said to Be Able to Reverse From Full Speed in Less Than Twenty Seconds

GAS POWER URGED

(Special to the Monitor)

LONDON—The extraordinary interest which is being taken at the present time in the question of oil engines for ships, filled to overflowing the hall of the Royal Society of Arts at the second day's meeting of the Institution of Naval Architects.

The whole of the morning session was occupied by the reading of and discussion on a paper contributed by Mr. Knudsen on the results of the Diesel-engined vessel Selandia. The main engines of this ship consist of eight-cylinder Diesel motors, on the four-strike system, the number of revolutions at normal speed being 140 to the minute. The reversing from full speed ahead to full speed astern can, it appears, be carried out in less than 20 seconds.

The auxiliary motors of the vessel are of 250 indicated horsepower, each working at about 230 revolutions. Fuel oil sufficient for a run of about 30,000 miles is stored in the double bottom of the vessel. The recent trip across the North sea was the first practical trial of the seaworthiness and maneuvering capacity of the motors, which worked most successfully through a variety of climatic conditions. It was found that 0.363 pound of oil per indicated horsepower was consumed, this amount including the oil required for both the main and auxiliary engines.

In the discussion on the paper which followed, Sir Marcus Samuel gave it as his opinion that any shipping firm that proposed now to build steam engines was simply courting disaster. A ton of oil would in the Diesel engine be able to do the work of five tons of coal, besides which the use of oil allowed of a considerable reduction in engine room space. The question of an adequate supply of oil was a most important one, but he felt that sufficient oil would be forthcoming.

He went on to deplore the absence of enterprise among owners, builders, and engineers, and said that unless more was shown the future of British industry gave no particular cause for encouragement. It was impossible for them to get a Diesel boat built in this country within 18 months or two years' time. Sir Marcus concluded by mentioning that his firm would have one of their boats, the Juno, on the Thames in May.

Sir Fortescue Flannery pointed out that great as had been the progress made in using oil fuel for steam the value of oil in internal combustion was far greater. There was every reason to suppose that it was possible to double or quadruple the power in the cylinders and they might expect to get as great a value as 10,000 indicated horsepower from engines having only the apparent capacity of those of the Selandia.

John List said that after watching the behavior of the Diesel engines he had come to the conclusion that the engineers in charge could sit and read a book all day. The use of these engines would effect a considerable saving in labor, an important point in view of the labor troubles at the present day.

In the course of a paper on "Gas Power for Ship Propulsion," which he read at the afternoon session, Mr. Holtzapfel said that the consumption of anthracite coal on the vessel Holtzapfel I. varied from 25 to 35 hundredweight in the 24 hours, a quantity about half of that consumed in steamers of similar power. The almost unlimited coal supply in Great Britain and its cheapness as compared with liquid fuel, made the introduction of marine gas power, in his opinion, particularly desirable in Great Britain. The gas engine, he added, still left a great deal to be desired and there was great scope for improvement and economy in gas plant, gas engines and gas turbines.

ALSACE-LORRAINE CHAMBER ALLOWS "GNADENFONDS"

(Special to the Monitor)

BERLIN, Germany—The Kaiser's appenage or "Gnadenfonds" of 100,000 marks was vetoed recently by the Alsace-Lorraine Diet, at the instigation of the Social Democrats. It was, however, decided at a subsequent meeting of the Second Chamber to rescind the resolution.

The question had aroused considerable interest and the visitors' gallery was crowded, while every member was in his place. During the discussion State Secretary von Bulach explained that 65,000 marks of this fund was devoted to charity.

A proposal was also made to reduce the representation moneys of the Statthalter to 200,000 marks, and although strongly opposed by the government it was ultimately passed. Herr von Bulach then declared that the Statthalter would welcome the reduction since it would reduce his responsibilities.

DERELICT FORTUNES IN BRITAIN AWAIT CLAIMS OF OWNERS

(Special to the Monitor)

LONDON—It is surprising to hear that a sum of £7,000,000 in stock and dividends accruing, is in the hands of the government waiting to be claimed by its rightful owners.

The larger part of this money is used by the government in the reduction of taxation. Should the owners or their heirs substantiate a claim to part of it, they are reimbursed from the public funds. Sydney Preston, a financial agent who has studied the subject, told a representative of the Standard, that the total amount of unclaimed stock taken over in this way is about £5,000,000, and he estimates that £2,000,000 is in hand, still unappropriated.

The last list of names in connection with these unclaimed funds was issued in 1845, and there seems to be no reason why the names, and last known addresses, of the stockholders should not be published today, in order to give the public a chance of proving claims, where there are any. Information as to soldiers' unclaimed effects, and the dormant funds in Chancery is published annually, and, in Mr. Preston's opinion, a like publicity should be given to unclaimed dividends on government stock.

In no country but England could there be so much derelict gold, and the explanation lies in the extent of the British empire and the migratory and enterprising nature of the British population. Emigrants constantly make large fortunes and settle in other lands, especially in the British Colonies and the United States, and to this he attributes the ever increasing wide advertisement and search for next of kin, which is becoming more apparent every day.

DAY OF EIGHT HOURS GRANTED TO FRENCH MINER BY NEW ACT

(Special to the Monitor)

PARIS, France—Miners and slate quarrymen will in future work but eight hours a day. A bill extending the law of 1905, by which an eight-hour day was instituted for certain underground workers, was passed by the chamber of deputies by 453 votes to 59.

The time taken in descending and ascending to and from their work is included in the eight hours. The bill applies especially to the actual miners, members of the staff being allowed to work for longer periods. The time will therefore be fixed according to local requirements.

The bill includes a clause whereby the government is enabled, on its own responsibility, in the event of a special crisis due to a short supply of coal or in the interests of the nation, to work extra time in the mines.

When the bill was in the Senate, 96 hours was voted as the maximum overtime which miners might work during the year, whereas the Chamber adopted 30 hours at a maximum rate of two hours on any single day. It was pointed out by the president of the miners' committee that in the event of the figure being altered, the Chamber would decline to agree to it

GALLEON RELICS REPORTED FOUND

(Special to the Monitor)

LONDON—The hunt for hidden or buried treasure is always an attractive one, and the news that some finds have been made among the old timbers of the Spanish galleon at Tobermory is exciting much interest in that neighborhood. A metal salver, which is believed to be of silver, has been brought to the surface and sent to Glasgow to be cleaned. Some large pieces of African oak in good preservation and a number of cannon balls 6½ inches in diameter are among the discoveries, and it is expected that many others will come to light before long in the course of the present operations.

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THE HOME FORUM

THE POET IN "A JOCUND COMPANY"

REMEMBRANCE goes back to certain garden beds, circular in form, bordered with box, having, within, a circle of trumpet daffodils, and within that, another circle of grape hyacinths.

How the color scheme, particularly rich after a shower, delighted the children's beauty seeking eyes! The dark earth for a background, the thrilling changeful yellow, the serene blue—and then the fragrance! Pungent scent of box mingled with spicy perfume of the daffodil, not quite overbearing the faint growing smell that played hide and seek among the tiny hyacinth globes.

All the spring weeks the radiant circles stood benignly in company giving forth their gifts. The daffodils were kings, the hyacinths demure queens-consort, and the box made a palace wall within which they reigned.

Not a child ever desired to pluck one of those blooms. Elsewhere there were flowers that little hands might gather to adorn the house, to share with friends, or to make play gardens with under the broad shelter of the cedar trees. But these grew where the mother of the home could see them from her window, while their fragrance drifted in to her upon sweet spring airs, and where the guest of a night could be tendered a sunrise welcome. It was perfectly agreed that these beds were to be left untouched, for the joy of all.

Nowadays the grape hyacinth has vanished, unless it lingers in some very old garden, for this was an old-fashioned garden even in the years which are recalled. But the daffodils hold court wherever spring is wooed, and regally flashing their trumpets or reverently bowing their clustered heads, they tell their yearly exultant story.

The daffodil—or narcissus, the latter the genus name—is an anciently known flower. Wreaths of the clustered narcissus tazetta have been unearthed in Egypt that must have been deposited long before the Christian era. Old Greek and Roman writers sing its praises and Ovid's tale makes it an emblem of self-admiration. From Homer and Sophocles down to Shakespeare and Herrick, Wordsworth and Keats, it has inspired some of the most poetical utterances.

The reference of the poets of antiquity is to the flower now called narcissus poeticus—the poet's daffodil—with white perianth and carmine-rimmed chalice. The one exception seems to be in Homer's Hymn to Demeter, where the bunch flowering yellow variety is the only one that fulfils the description, "The narcissus wondrously glittering, a noble sight for all, . . . from whose roots a hundred heads spring forth."

The modern poet's daffodil is either the double variety or, as in Wordsworth's poem,

"I wandered lonely as a cloud,"

the single trumpet bearing flower, both a brilliant yellow.

Shakespeare's

"Daffodils
That come before the swallow dares,"

are the same wild daffadowndillies that often grow in the grass.

The daffodil is wide spread. In different varieties it may be found far south of the equator as well as north, and it has practically girdled the globe in its eastern march from Egypt. It has been cultivated in England for many centuries. Long before it became fashionable the simpler varieties were the care of the English cottager who gave them such homely names as "Butter and Eggs," or "Codlins and Cream," and the Scotch cotter's bairn gathered them in his rude garden by the lochside, calling them "garland lilies."

In England March is "the roaring month of daffodils" and in New Jersey and southward the flower may be found in the same month, but even these brave adventurers do not herald the reluctant New England spring before April. Then they suddenly flash into bloom and spring is here.

I know that many men and women here bear upon their hearts the sincere hope that through them the world may be a little better for their living in it. It is God's gift that you feel that responsibility. To you then I say that the hope of the world is in renewing the world man by man. The Gospel is not concerned with crowds and masses. It is thou, and thou, and thou. It is, "Wilt thou be made whole?" "Wilt thou receive thy sight?" "Lazarus, do thou come forth." "Today shalt thou be with me in Paradise." "Simon, Simon, lovest thou me?" And the joy that our Saviour described as greatest in heaven is when one sinner repents and begins a new life.—Dr. C. L. Slattery in Churchman.

WITHIN

WRITTEN FOR THE CHRISTIAN SCIENCE MONITOR

WHEN Jesus said to the questioning Pharisees, "The kingdom of God is within you," he uttered a truth so mighty in its import to a seeking humanity that any endeavor to realize and apply it cannot fail to bring to one a higher consciousness. The "within" of which he spoke, needs to be grasped in its right meaning. To assert that because this kingdom is within, it is hidden and unknowable would be to chain true progress to the inertia characteristic of merely human thought. And to classify the truth underlying that simple statement of the Master as being just idealism, and so impracticable, would hamper sincere investigation at the outset. No great blessing has yet come to mankind which was not first born as an ideal in the mind of some thinker who, later, demonstrated this ideal in action.

Jesus was the true idealist. To comprehend the idealism he taught, requires a higher order of thinking than mere intellectualism, and this fact is one of the first things to be remembered. The highest order of thinking reflects the truth, concerning which Jesus said, it "shall make you free." True education can serve but one purpose, which Mrs. Eddy expresses so clearly when she says, "Observation, invention, study and original thought are expansive and should promote the growth of mortal mind out of itself, out of all that is mortal" (Science and Health, p. 195). The only solution to perfection must be found by looking within ourselves and diligently seeking the highest possible concepts of God and man. Investigation must be metaphysical, and have singleness of purpose.

Jesus knew that God exists. So all-inclusive was this Father, that no other business occupied the mind of the Master save that which would bring about his Father's kingdom. This was his unequivocal attitude when only twelve years old. The Scriptures say little of the inward communion with the Father which he experienced up to the age of thirty, when he attained the Christ consciousness in a measure great enough to begin his ministry of demonstration. But the plane of that growth was epitomized, and the key to its attainment given, when he said with the authority of one who had marked out the way: "The kingdom of God is within you."

The only "within" man has ever known has been the domain of his thought. Fundamentally, man is endowed with the ability to think. Our thought processes shape our characters, establish our morals, mold our aspirations; in short, they become the very basis of our present being.

Specifically we are what we think. The only consciousness we know, is the quality of mind we entertain. From the human view-point this consciousness is surrounded by barriers. Paul recognized this when, in contrasting the essential elements of mortal mind tendencies with the spiritual estate, in a letter to the Corinthians, he concludes: "Wherefore come out from among them, and be ye separate, saith the Lord, and touch not the unclean thing; and I will receive you, and will be a Father unto you, and ye shall be my sons and daughters, saith the Lord Almighty."

Christian Science is today showing us how we may come into our heritage as sons and daughters of God by separating our thought from the cherished beliefs of humanity. The Mind which was in Christ Jesus is the agent to be employed in this transformation, and is the basis of Christian Science practice.

Christian Science teaches that Jesus, because he attained inward perfection, demonstrated the kingdom of God in healing sickness and destroying sin. No pride of learning was there; no conformity to schools; no reflection of the so-called best thought of his time. He pushed boldly forward through human thought, and then left it forever. Instead of looking without himself, he looked within. There he saw the great truth; the plane of his thinking was a kingdom. In serving his King, he was obedient to the laws which the King had made. This King was his Father, whose beneficent laws he understood so well that he spoke of his kingdom as heaven. In "Science and Health, With Key to the Scriptures," page 587, Mrs. Eddy defines heaven as "Harmony; the reign of Spirit; government by divine Principle; spirituality; bliss; the atmosphere of Soul." This definition enables us to grasp the meaning of spiritual consciousness.

Jesus kept this goal so continuously before his thought, and became so perfectly attuned to its idealism, that his consciousness developed in accordance with spiritual law. The perfectness of God's universe unfolded to him until it constituted the Truth he sought. He gave to the world a vision, and his life was a message, the words of which he said would never pass away.

In this age it is the privilege of each one to prove that the kingdom of God is within. The same laws under which the Master perfected his life are in operation today, since God is Principle, and Principle is first Cause, invariable and eternal Truth.

The necessary steps for mankind to take in order to uplift thought through the idealism that purifies the "within"—the inner part—are clearly set forth in Christian Science. And the study of the Bible in connection with this spiritual Science will prove to be the leaven to "stir the human mind to a change of base" (Science and Health, p. 162). The awakening will show that the kingdom of God is a present fact, and that only ignorance and wrong thinking have ever hidden it from view.

The work, then, lies in following in good earnest both the idealism and the practice of Christ Jesus, remembering that the kingdom of God lies not in worldly achievement, nor in the fleeting satisfactions of a material sense of harmony, but only within.

Extraordinary Feats of Memory

The cultivation of the memory appears to have been very systematically studied by the ancients, many instances being on record of remarkable retentive powers possessed by students.

Hortensius, the Roman orator, according to Cicero, "had such an excellent memory as he knew in no one else; so that whatever he had composed in private, he could repeat without notes in the very words he at first employed. He used without any reference, not only what he had premeditated, or written, but everything that had been said by his opponent."

Seneca, the distinguished Roman senator, could repeat, it is said, 2000 names in the same order as they were spoken.

The Roman Emperor Otho was gifted with a prodigious memory, having learned the name of every soldier in his army. It is also related that Themistocles, a famous Greek general, knew every citizen in Athens.

Discourse on Handshaking

There are times when a grasp of the hand is almost a sacred thing. In sorrow it may impart comfort or convey sympathy more effectively than words. Again, it may be a warrant of the reliability of friendship or a pledge of honor; also an expression of approval or of admiration.

Unless there is occasion for it, or the proper sentiment back of it, the practise is worse than meaningless. It is seen at its worst at public receptions. Here it is almost insipid, so much so that many a one who feels called upon to step up and grasp the hand of the great one wears a shamed look on his face.

At the New Year's reception at the White House President Taft shook the hands of 8092 individuals. His record was rated as a great feat. That is exactly what it was—a feat—and it is not doubted that the President himself was at many times during its performance one of the most bored individuals on the scene.—Pittsburgh Sun.

Costly Book

The most expensive book is not the Gutenberg Bible, which was sold in a New York auction room some time ago for $50,000, but the "Missale Speciale" in the possession of L. Rosenthal of Munich. It is the only copy known, is printed in red and black on vellum, and is supposed to have been produced by Fust and Schoeffer at Mayence about 1400. It originally contained 102 leaves, but 14 are missing. The price asked is $75,000 or about $852 a leaf.—Caxton Magazine.

CHILDREN'S DEPARTMENT

Hints for Arbor Day

Arbor day is now noticed in so many of the schools of the country that these hints for an Arbor day party may be interesting to young folks or perhaps to the school teachers who plan special programs for the day. They are from the Pictorial Review. Arbor day comes in different states on different dates. In Massachusetts this year it is April 27.

One girl or boy might read James Whitcomb Riley's poem, "When the Green Gets Back to the Trees." Another could read Bryant's, "The Planting of the Apple Tree." There is a fine poem by Lucy Larcom, too. It is called "Plant a Tree." Still another could have a little essay on "What the Trees Give Us." I read the other day that the trees of the United States give over $700,000,000 worth to the country every year. I will name a few things which they give, and you can think of many others: lumber, fuel, charcoal, turpentine, fruit and nuts.

Ask the librarian at any library to help you to find some articles about what the government is doing to save its forests from destruction by fires and by men who cut down the timber but do not replace it.

Each guest might find an interesting fact about a tree. You know there are famous historical trees, such as the "Penn oak." Then there are the big trees of California. There is a tree near Santa Cruz so large that a coach can drive through the hollow of its trunk. These trees are very ancient. In 1885 an oak was cut down in California and by estimating its age from the rings in its heart, it was guessed to be 1120 years old. Just think of the wonderful things that tree might have told had it been able to speak!

For amusements the following contests would be very suitable:

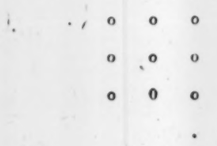
1. Each guest is given pencil and paper and tries to draw a pine, a maple, a poplar and an apple tree.

2. A lot of leaves have been gathered by the hostess. These are placed on cardboard and each leaf is numbered. The guests try to name the kinds of leaves. The one having the most correct list wins a little prize.

3. Tree charades. The players are divided into two sides. Each side in turn represents a tree, by acting in pantomime. For instance, when the girls come in in a languid way, all weeping, it represents pine. When they come in and go through the motions of making a very careful toilet, fixing hair, adjusting belts, putting on hats, looking into make-believe hand glasses, it should easily be seen that they are trying to look spruce. If one girl seats herself in a chair and others throng around with presents, flowers, notes, et cetera, it is sure that she is very popular (poplar). Two girls come in and walk along together—a pair (pear). Some one bundled in furs represents the fir.

Today's Puzzle

Nine rings set in this order may be joined by four straight, continuous lines:



Beginning with the lower left hand ring draw one line to the upper right hand ring and as far below as is indicated by the dot. Then draw from there through the large ring and the one above at left to the dot at the upper left hand corner and then back to the upper right hand corner.

Of course, in giving the puzzle to anyone to do the dots should be omitted and the puzzler asked to connect all the rings with four straight, continuous lines.

ANSWER TO YESTERDAY'S PICTURE PUZZLE

Tidy.

The Christian Science Monitor

Published daily, except Sunday, by

The Christian Science Publishing Society

Falmouth and St. Paul Streets, BOSTON, MASS., U. S. A.

Publishers of "The Christian Science Journal." "Christian Science Sentinel." "Der Herold der Christian Science," and other publications pertaining to Christian Science.

ARCHIBALD McLELLAN, *Editor-in-Chief.*
ALEXANDER DODDS, *Managing Editor.*

All communications pertaining to the conduct of this paper and articles for publication must be addressed to the Managing Editor.

Entered as Second Class at the Postoffice at Boston, Mass., U. S. A.

TERMS

Single copies, 2 cents. By carrier in the Greater Boston newspaper district, 12 cents the week.

SUBSCRIPTIONS BY MAIL PREPAID

In the United States, Canada and Mexico:

Daily, one year.....$5.00
Daily, six months..... 3.00

In all other countries additional postage at the rate of $3.00 yearly is required.

All checks, money orders, etc., should be made payable to The Christian Science Publishing Society, Boston, Mass., U. S. A.

The Christian Science Monitor will be found on sale at all newsstands in New England, and in Christian Science Reading Rooms throughout the world.

Rates for advertising will be furnished upon application to the business department.

The publishers reserve the right to reject any advertisement.

Long Distance Tel.—Back Bay 4330. Eight Trunk Lines.

Eastern Advertising Offices, Suites 2092 and 2093 Metropolitan Building, 1 Madison Ave., New York city.

Western Advertising Office, Suite 750, People's Gas Building, Michigan Ave. and Adams St., Chicago.

European Bureau, Amberley House, Norfolk St., London.

JAPANESE VIEW OF WESTERN POETRY

THE Japanese view of poets in general and especially poetry of America is something very interesting to read, for it emphasizes all over again the curious differences in viewpoint between the Japanese ideas of beauty and our own. The poet Yone Noguchi would, for example, cut most poems down to one or two stanzas. He thinks that to say little intensely is better than to wander into particulars, which always obscure the real issue. This, of course, reminds one of Japanese art and of the efforts of certain modern western painters who seek to do away with the meticulous photography of certain famous schools of painting. The Japanese also hints that poetry should be written for oneself, almost as one's prayers are said. It does not matter whether other people ever read one's poems.

This poet is cited as to his pronouncement on American poetry as follows in the Literary Digest: My Japanese opinion was terribly shattered quite many years ago when Edwin Markham's "The Man with the Hoe" made a furore in the American press. I exclaimed: "What! You say it is poetry? How is it possible?" It appeared to me to be a cry from the socialist platform rather than a poem. . . . Putting aside many things, I think I can say that Mr. Markham's poem has an inexcusable error to the Japanese mind: that is its exaggeration, which, above all, we cannot stand in poetry, and even despise as very bad taste.

Before Edwin Markham there was Whittier, who sent out editorial volleys under the guise of poetry; it is not too much to say, I dare think, that "An American Anthology," by Mr. Stedman, would look certainly better if it were reduced to 100 pages from its 800; we are bewildered to see so many poet-journalists perfectly jammed in the pages.

How I failed in my attempt to read Walt Whitman—yes, during the last 17 years; true to say, a page or two soon baffled, wearied and tired my mind. I always thought it was a piece of ludicrousness of the western reviewers when they wrote down my name often with Whitman's; it is rather appalling to imagine how little he is read in his own country, when even the professional book reviewers have hardly an exact knowledge of his work.

The fact that he utterly failed to impress my students in the classroom makes me think accidentally what a difference there is between west and east. It was the strength of the old western poets, particularly of America, that they preached, theorized, and moralized, besides singing in their own days; but I can see that our Japanese poetry was never troubled by Buddhism or Confucianism.

How to Succeed

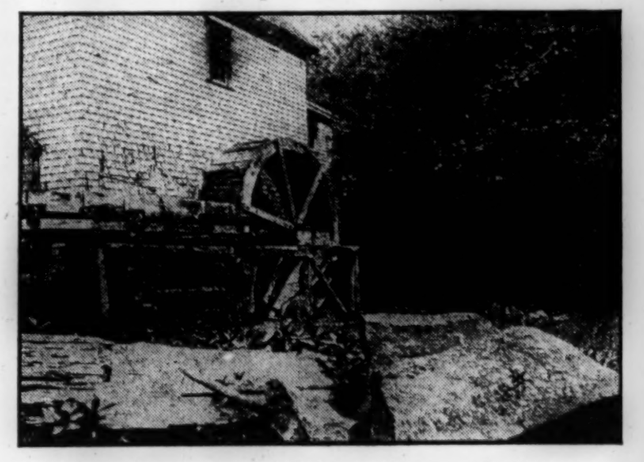
One secret of the life successful in any quarter is perseverance. "The story of genius even, so far as it can be told, is the story of persistent industry in the face of obstacles." "Perseverance is the statesman's thought, the warrior's sword, the inventor's secret, the scholar's open sesame."

Robertson Nicoll's four qualifications for success in life are: (1) a definite object in view; (2) a determination not to be defeated; (3) the capacity for exercising continual self-denial, and (4) a certain belief in one's own powers.

George William Curtis expressed an evident truth when he said, "An engine of one cat power running all the time is more effective than one of forty horse-power standing still."—The Rev. Parris T. Farwell.

Truth is the summit of being; justice is the application of it to affairs.—Emerson.

SURVIVAL OF SIMPLER DAYS



OLD FASHIONED WATER WHEEL AT NORTH SYDNEY, N. S.

CAPE BRETON is noted for its old-fashioned mills run by the big overshot or undershot water wheel. They are seen in many sections, but are slowly giving place to more modern power wheels. Many of the old style are already beginning to show neglect and oftentimes the buildings are found falling into decay, as most such mills in the States did half a century or more ago.

There is one at North Sydney, Cape Breton, a mile or so away from the thickly populated part of that Nova Scotia town, which is picturesque and often is visited by artists. The building itself is somewhat in need of repairs, and the wheel, while capable of work, has seen its best days and grows yearly more attractive to photographers and painters.

The owner lives in a pleasant house near and is very obliging, willingly starting up the wheel for the edification of strangers who show an interest in the mode of operating it. Back of the mill is a large pond which operates the wheel. These mills are all built by people of the province and show considerable mechanical ability and ingenuity.

La Rochefoucauld finds that few persons know how to be sufficiently grateful for great services rendered, and yet the few who do possess this grace of a generous recognition of favors find that they discharge their obligations in this very act of recognizing them, so does the nobleness of each nature clearly see itself reflected in the other. Gratitude which overflows in love, for which appreciation is another, more austere and lofty name, unites the two concerned in the deed till there is seen to be neither mine nor thine but the two are one in the light of the divine bounty, the source of every good gift and also of the gift of gifts, which must ever on earth be the joy of having served.—M. L. Stanhope.

TOUCHING SOME FAMOUS BOOKS

ONE'S recently affirmed purpose was to glance at the 100 books chosen by Sir John Lubbock to determine what there may be for one's own delight or instruction in the volumes taken up at random. A is for Aeschylus and B for Boswell, and the inimitable "Life of Samuel Johnson" is safely recommendable to all lovers of good reading. Is it Burton's "Anatomy of Melancholy," which somebody has said is the single book which he would choose as a library for the accomplished conversationalist? Well, Boswell's "Life of Johnson" seems another book—not at all of the same quality and much more attractive to a modern browser in books—resort to which should prime any one for an evening of good talk.

Boswell is so admirably self-effacing and yet so pervasive of every page! It is a most remarkable exploit in biography for the all but autobiographical nature which it gets from being the work of so entirely convinced and devoted a scribe. Here was a case of a great man who was a hero, if not to his valet, to one who stood parlous close to that sort of intimacy which sees the laurel wreath drooping over a noble nodding brow.

Indeed in the case of Dr. Johnson the work of Boswell, bearing out its character as truly autobiographic, set the great man before the world in a clearer and more flattering—one means here a fairer light—than the rude gruffness of the learned man often allowed to shine through the burly exterior. Boswell, we recall, took copious notes of Dr. Johnson's daily talk and therefore we have the great man in his everyday humor, and we hear him saying many wise and witty and pathetically splendid things—pathetic when one considers how little joy he himself seems to have got out of his rich intellectual endowments, or even from his kindly heart. It is strange that the littler man, stamped as weak and vain by his every critic, had yet greatness enough to discern the greatness of Johnson, attach himself to him so faithfully and so add to the world one of its really notable books.

This seems evidence of how one worthy talent carried out to its highest power may do more than many gifts not so intensively cultivated. Boswell's talent was just this one, of mirroring greatness in his own bright vacuities, and so he did a real service to the world. The freshness and truth of his observations of Dr. Johnson—which sometimes show up the latter's weakness more plainly than his fidus Achates realized—are sufficient witness of their truth. Indeed, the strangely persistent little Scotchman seems to have proved that the capacity for taking infinite pains if it be not genius can yet produce work that in some sort excels that of genius. This is counted in the literary world the best biography in existence, yet it is by a writer of admitted mediocrity. This phenomenon is no doubt of itself a further tribute to the qualities of the man who inspired the writing.

Pleasantness of Virtue

Truly he is verie unworthie [vertue's] acquaintance that counter ballanceth her cost to his fruit, and know neither the graces nor use of it. Those who go about to instruct us how her pursuit is very hard and labòrious, and her jovissance (enjoyment) well pleasing and delightful: what else tell they us but that she is ever unpleasant and irksome? For what human meane did ever attaine unto an absolute enjoying of it?

The perfectest have beene content but to aspire and approach her, without even possessing her. But they are deceived; seeing that of all the pleasures we know, the pursute of them is pleasant. The enterprise is perceived by the qualitie of the thing which it hath regard unto; for it is a good portion of the effect, and consubstantial. That happiness and felicitie which shineth in vertue replenisheth her approaches and appurtenances even unto the first entrance and utmost barre.—Montaigne: Florio's translation.

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THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear, then the full grain in the ear."

EDITORIAL

Boston, Mass., Friday, April 19, 1912

Ship-Haste and Ship-Waste

AN EVENT like the sinking of the Titanic with its men passengers and crew has aspects large enough to demand thoughtful consideration by social historians and philosophers everywhere. Not only the world-heart but the world-mind must be moved by it. Parliaments already have begun to debate over it, and the end is not yet. It is no fanciful proposal of the New York public utilities commission that the affair be made the object of investigation by an international commission. Much scrutiny is to be concentrated upon two distinct phases of the matter, namely the impersonal and the personal. Assuming perfection of the builder's craft in designing and making the vessel comfortable and speedy, was it therefore so built as also to meet in a maximum resisting way the possible line of attack upon it by nature as she manifests herself in North Atlantic waters at this season of the year? In other words in the desire for speed and luxury of appointment have not some of the ocean ferry lines overlooked attributes for their boats that are worth more to travelers in the long run? An affirmative answer by no means renders impossible the simultaneous statement that a majority of ocean-going vessels today, class by class and grade by grade, are more seaworthy as well as more comfortable than their predecessors of a generation ago.

When it comes to the personal phases of management of the Titanic from Southampton to her crash with the iceberg, possibly it is too early yet to comment wisely upon the matter. If Captain Smith deputed to any survivor a statement of his side of the case, it will be necessary to weigh it carefully. He was not his own master altogether. A schedule running time with little flexibility to it was virtually imposed upon him by boat-owners, and they in turn were under the insistent pressure of a public that puts speed above safety.

No person, whether builder or navigator, can rightly be made a scapegoat. The traveling public must share some of the burden of responsibility. A popular demand insists on a northern route for ships when one farther south would be safer though longer. A popular demand for abundant space for luxurious living at sea makes easier the defense by ship-owners of an inadequate supply of small boats and rafts, and accounts for the absence of legislation establishing an adequate standard of such equipment.

Recovering from its blow, society in the near future is likely to build vessels of a more enduring if less speedy and ornate type and to equip them with ampler supply of small craft useful in time of wreck. Ocean routes will be chosen with more consideration of safe transport. And commanders of vessels will feel more freedom in ordering reduced speed when passing through a danger zone.

Derby Hat in Latin America

THE American business man will hardly be accused of lack of commercial shrewdness. He bears quite a different reputation the world over. In his dealings with Europeans he has made some mistakes, it is true, but he has corrected them quickly. No longer does he attempt to impose Boston, or St. Louis, or Chicago styles in shoes upon London, or Paris or Berlin. In the long list of his merchandise shipments to European countries will be found articles studiously designed to meet the peculiarities of the trade for which they are intended. But not so in his relations with Central and South America. He has been informed and warned by the consuls and commercial agents of his own country time and again that if he desires to build up a trade with Latin-America he must send to Latin-America the goods that Latin-America wants to buy, not the goods which he thinks Latin-America ought to buy. He has been told repeatedly and insistently by the Pan-American Union and by letters from American travelers in Central and South America that one of the greatest handicaps to the extension of American trade in Latin-America is the apparently stubborn indisposition of American exporters to cater to Latin-American tastes and wants and needs.

The latest illustration of the blundering way in which trade is sometimes carried on with South America would be amusing were it not for the fact that it has a decidedly bad effect upon a people whose respect many thoughtful Americans are at the present time striving earnestly to cultivate. The report comes from an American resident in one of the greater of the southern republics who says that recently American exporters have attempted to unload a consignment of derby hats upon the ranchmen of the country. Of course, the attempt was unsuccessful. South American ranchmen do not wear derby hats. They wear sombreros, as a rule. Sombreros are worn in many parts of the United States. They are not worn in any part of Germany. Yet the German exporters, it appears, send sombreros in great quantities to South America and find a ready sale for them. The German exporter has long since learned with reference to the South American trade and its demands what the American exporter has learned with regard to the trade of Europe.

It would seem, in view of this and many other similar incidents, that a campaign of education with relation to the commercial requirements of Latin-America is one of the primary essentials to the building up of business intercourse with its people, and it must strike even the casual observer that a long step in this direction would be the organization of an American business men's excursion to the neighboring republics. South Americans have come up here and have been amazed and pleased with what they have seen, but tardy good has resulted from their visits because the people whose guests they were have never returned their call and have never displayed any particular wish to know them as they are. If the United States is to attract the interest of Latin-America there must be a very radical departure from any such methods as this of the derby hat.

TEXAS produced 9,000,000 barrels of petroleum in 1911, and this is only one of the innumerable side industries of the state. Strange to say, time was when Texas used to look elsewhere, and rather fearfully, for the octopus.

NEW YORK state and Ontario will probably unite on a plan for the joint illumination of Niagara Falls. Let it be hoped that their efforts will throw all the light necessary on the schemes of the power companies.

Judiciary Reform

GIVEN a set of delegates more radical than conservative in type who had listened to the "Charter of Democracy" speech of former President Roosevelt, and it might have been argued naturally enough that were they to attempt to revise judicial procedure in Ohio they might make the proposed new state constitution there far from moderate in tenor and spirit. The facts are otherwise. Voters will be asked to ratify or to reject a judiciary section which makes no provision for a recall either of judges or of decisions. Judges, as hitherto, are to be elected and not appointed. What the laymen of the convention have done, despite the opposition of a majority of the lawyer delegates, is to provide for decided diminution of right of appeal and prolongation of litigation based on technicalities; and in this they are in harmony with the American Bar Association's recommendations and with the counsel of the ablest contemporary American writers on reform of judicial methods.

As heretofore, final decision on all constitutional issues and in all cases of felony will rest with the state supreme court, but five of the six judges must concur in a decision pronouncing a legislative act unconstitutional. For a majority of cases, hitherto coming before the supreme court for final adjudication, the final tribunal hereafter will be the district court of appeal. "One trial and one review" is the terse phrase summing up the present mood of representatives of the people, weary of the delays of the present system and indignant at the injustice wrought by excessive regard for technicalities in procedure. There are other lesser changes proposed, but all of the same tenor and making for a simpler, swifter, and less expensive system of justice.

Action of this kind must have an excellent effect upon national public opinion. It shows what a service to society can be rendered by a constitutional convention at a time when electors are deeply moved by issues political and economic. A historic commonwealth is seen, busily making over its organic law with both tradition and contemporary public opinion in mind and determining to be loyal to each. Functional processes of government are to be improved first, if perchance that policy may better civic conditions. Not until this method is fairly tested are Ohioans to be asked to subject the state judiciary to the recall.

One detail of the convention's reform record is worth noting. A retired judge of high character and widely extended influence led in the contest for alteration of judicial methods. He resisted iconoclastic propositions, and he insisted on change for the courts' sakes as well as for the public good.

Boston's Fourth of July

RADICAL change for the better has characterized Boston's observance of Fourth of July of late years. Noise has diminished, accidents been fewer in number, and losses by fire decidedly less. But a negative program of attack on past abuses of the holiday cannot satisfy a community. Something constructive must be put before its boys and youth if they are to get the utmost benefit from the day's exemption from toil. Hence it is with tactful wisdom that the Public Recreation League proposes organization of citizens to carry out a program that will appeal to youth and men. Combining pleasure with profit and sport with pageantry the day could be made, so the league believes, contributory to local expansion of trade, if the central purpose of the celebration were to be "Boston, the Gateway of Commerce." That which already exists could be marshaled in an effective and symbolical way in a morning procession. The diverse human material out of which the future city is to make its citizenship could be shown by a massing of the various nationalities, who, in native costumes, would join in the parade. Sectional and ward loyalties could be fostered by skilfully devised afternoon meetings held throughout the city and given the right touch of patriotism. At night the Charles river basin should be the scene of a spectacle such as no other city in the country has equal facilities for giving. Of course the league also has in mind provision for that sporting instinct so common now with the American boy, and it will carry out its own program of this kind. But it has a vision of duty larger than that, and it is calling on citizens to aid in providing a broader and more educational and inspirational form of celebration than will be given if the plans merely drift. Improvised and superficial policies are to be avoided.

Good Roads and Tourists in Maine

BOTH political parties in Maine represent themselves to be strongly in favor of a policy of state road building. The Republicans favor a continuance of the policy of placing the burden of bridges and highways upon the wealth of the state as a whole; the Democrats favor a $2,000,000 good roads bond issue, which they say can be met, both principal and interest, by the proceeds of licenses on automobiles, "thus conferring a great and lasting benefit on the average property holder without any increase of his taxes." Of course, even if it were the wise and equitable thing to do, it would be impossible to confer "a great and lasting benefit on the average property holder" of Maine, or of any other state, without increasing his taxes. Somebody must foot the bill, and the theory of taxation that has found most favor is that the person benefited by public improvement shall contribute toward the cost of this improvement.

A state or a community might easily evade taxation for improvements by declining to make improvements. This, manifestly, Maine has no idea of doing. Every dollar it expends in improving its highways will doubtless come back to it, and with interest, indirectly. The automobilists are already taxed, and this tax is included in the regular revenues of the state; they could be taxed for the $2,000,000 highway improvement only by increasing their present license fee, and this would be making away with the goose that lays the golden egg. It will pay Maine to be fair with respect to automobiles and taxation. The automobiles bring business into the state, this business brings prosperity to the average property owner in the state, and the average property owner is thereby enabled to meet any increase in his taxation for the betterment of the highways which induce the automobile travel.

In other words, the general wealth of Maine—and of other states as well—is immensely increased by automobile tourist travel, and an equitable part of this increment should properly be devoted to the improvement of the roadways. Maine would lose nothing by investing $2,000,000 or five times that amount in highways that would attract annually increasing numbers of automobile tourists. It would mean for her the upbuilding of a greater number of summer resorts, the growth of those already in existence, the construction and operation of more big hotels, the enhancement of values, the multiplication of wealth and consequent increased opportunity for the assessment of general taxes. Maine will be wise in opening her doors as widely as possible and extending hospitality to strangers to the extent of her ability. The stranger will finally help to pay the bills, but he will do it indirectly and with far greater pleasure if his taxes are not allowed to become a burden.

Boston's Schools

FOR a long period of the educational history of the country Boston had a primacy that was not challenged. During the last decades of the last century the public school system of the city declined in prestige and efficiency. Of late, under the direction of a smaller-sized school committee and with an able if not great superintendent in charge, the agencies in the city that are hostile to the first-rate school administration have been held in check, and in many respects the situation is much better than it was when Superintendent Brooks assumed control. With his departure for Oklahoma serious duties devolve upon the school committee and the community. Legally citizens have naught to do with the choice of a new administrative head. Practically speaking they can have much to do with it, if they will; and it is to urge such action that we speak

The truest friends of the public schools of Boston wish as leader of them a man of caliber commensurate with his job; one who has a national reputation as an educator; who will have no peers or superiors in ability or character among his subordinates; who will bring to the city professional capital acquired in as wide a range of secondary and high school or college experience as is possible.

To procure such a man means that the community through representative citizens of all races and creeds must assure the school committee which chooses him first, that he is wanted; and second, that if he comes he will be backed to the utmost limit in any efforts he may make to restore the Boston schools to the place of primacy they once held. And any one at all conversant with the present situation knows that the first requisite of such a process must be a spirit of esprit de corps in the administrative and teaching forces and a certainty as to status such as can only exist where and when internal as well as external "politics" are excluded. No person identified in any way with recent and remote local school controversies can do the constructive work that lies ahead.

If the school committee can be made to realize that there is a strong community demand for a high-grade appointment of superintendent and that such an appointee will be backed if chosen, then a desirable man may be induced to assume a position of admitted difficulty. It will not be hard to find small men eager for the appointment, and interests hostile to the schools for obvious reasons would prefer such an appointee. The real question at issue is whether Boston wants to lead or to follow, to regain an earlier renown or let it pass elsewhere permanently, to have a well-educated population or a superficially trained set of citizens. Patriots day is a superlatively fine day to raise the query.

Maternalism and the State

IF it be true, as the London Times recently said, that "the day of the parent is, in a sense, over" compared with the growing power of the state in its supervision of conditions of child life, then it is quite essential that society should display maternal as well as paternal attributes when governmental functions supersede parental rights and powers. The incident calling forth the Times' dictum was a recent judicial decree making it clear that where there is a clash between parental desires and a child's welfare, socially viewed, the latter is to prevail. Claims of kinship must give way to personal and collective good, so the court decreed.

In this general trend of the state toward assumption of functions of supervision of child-life not possible to secure from legislatures and courts a generation ago, the United States has not shared as much as some other nations. This is due in part to loyalty to an individualistic ideal inherited from liberty-winning and liberty-loving ancestors and also to the fact that initiative and experiment in such new forms of social control have been left to the states that make the nation. With formation of a children's bureau in the department of commerce and labor, a new chapter of national history opens, so far as federal altruism goes. Hereafter the nation is to be as much concerned with gathering data respecting conservation of child-life as it long has been solicitous about larger crops of swine and cereals. Social assets in the form of youth are to be protected as carefully as investments in stocks and bonds. In short, the nation is to mother its infant and adolescent life so far as its powers under the constitution permit.

For a maternalistic state function a woman director was the inevitable choice. Commonwealths with women acting as superintendents of education and as directors of penological institutions had pointed the way for President Taft, encouraging him to believe that it was possible for sufficient administrative ability to be joined with noble character and a passion for social betterment. He has turned to a veteran social settlement worker, Miss Julia C. Lathrop of Hull House, Chicago, and a member of the Illinois state board of charities, whose experience in dealing with the facts of life has been varied and who knows the opportunist method by which social idealism has to gain its practical legislative and administrative ends. With a salary as large as that of other bureau chiefs, and entrusted with a great responsibility, Miss Lathrop now has it in her power not only to conserve child life but also aid the cause of woman as a positive civic factor. Her selection is one of the finest tributes so far accorded to the social settlement work of the country. And probably such a competent and experienced first incumbent of the office could have been trained in no other way than through the settlements.

IT WILL hardly be believed at once, particularly by those who think that all economic ills are due to local or national conditions, but it is a fact nevertheless that free markets have been established in Montevideo, Uruguay, for the purpose of helping the plain people to reduce the cost of living.

WHETHER or not politics is "a business," "a game" or "a fight," as different authorities will have it, one thing is established, namely, that it is an uncertainty.